

# latitude **38**

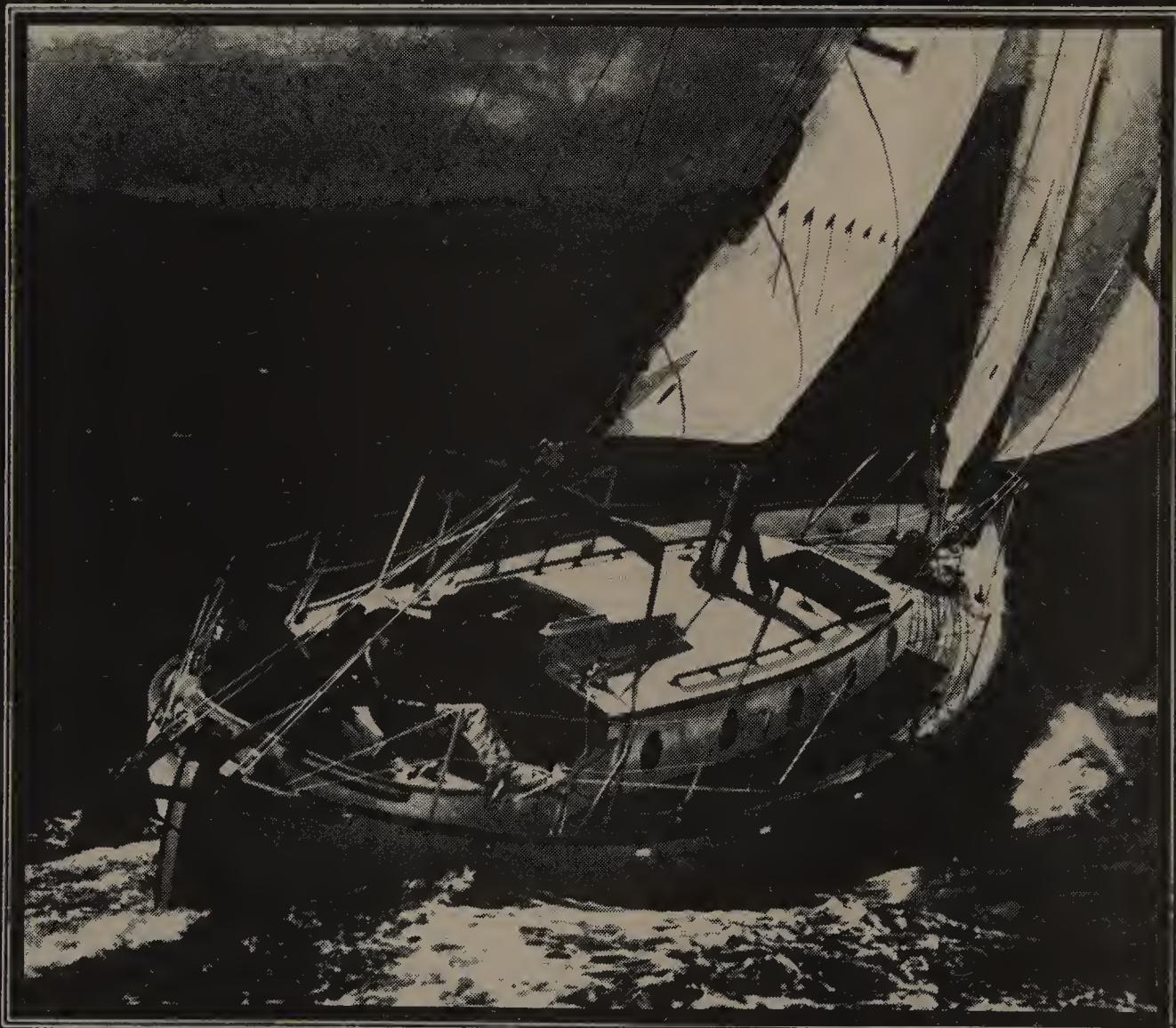
THE NORTHERN CALIFORNIA SAILING SHEET

VOL. 45 MARCH 1981



# ... Head winds held us away

from Gibraltar for three weeks, the waiting in warm sun-shine at Villa Moura was not hard after the rather wet summer of Britian. Leaving Portugal, a few hours anchored under Cape Trafalgar in the lee of the shoals that threatened Nelson's fleet when Captain Hardy ignored the dying Admiral's words "Anchor Hardy" ...



★ Excerpt from an account of Peter and Trudi Cardeau, Canadian physicians, aboard their Rafiki 37 "Camelot VII".

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Greg and Tom Quilici bought **Antipodiste★** from Maurice Renoir, but the fabulous performance on the race course, for which she was known has not changed.

Maurice had bought **Antipodiste★** because he wanted to sail in the half ton class, but then the rules committee got into changing the rules and she was no longer a half tonner. As a result Maurice sold her.

Since she first appeared on the Bay Greg had liked the concept of **Antipodiste★**, and there was little doubt in his mind to get her when she became available.

Greg and Tom keep getting updated rating certificates in the mail, and each update seems to give **Antipodiste★** a new and higher rating.

**Antipodiste★** seems to take all the rating hassle in stride; it is as though she takes pride in the attention she gets. She regards it as acknowledgement that she is a superior boat; superior in design and with superior sails, and she keeps on winning.

Her latest victory was the Corinthian Mid-Winter Series, which she won with a resounding first to finish in the final race.



**Antipodiste★** trucking along . . . up front as usual.



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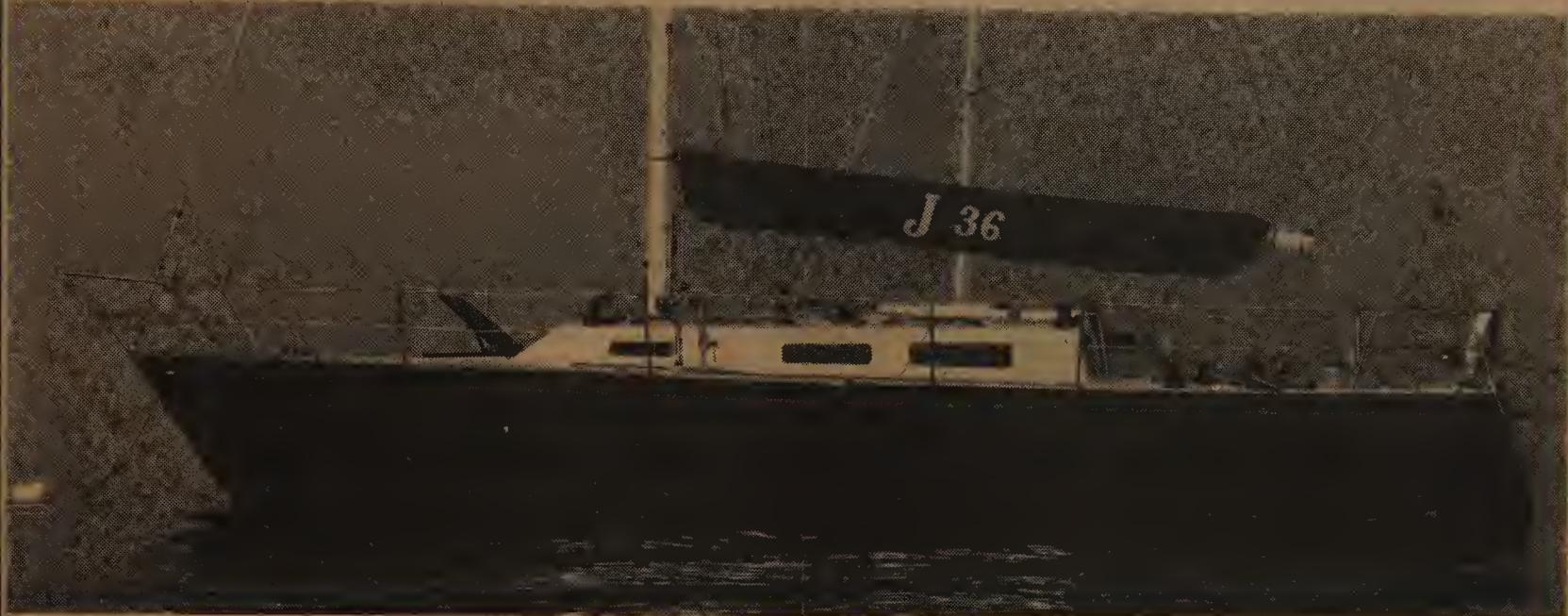
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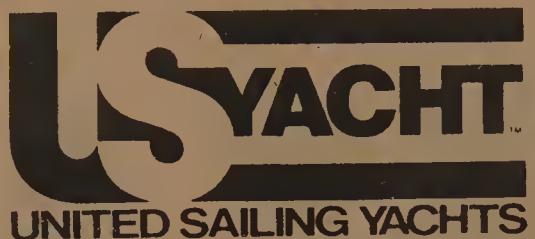
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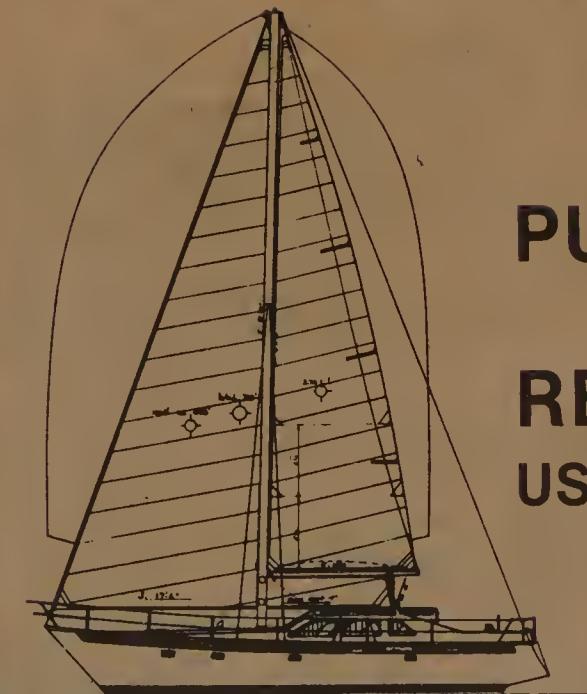
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# CONTENTS

11	subscriptions
15	letters
47	loose lips
51	open letter to s.s.s.
52	sightings
62	more sightings
68	cruisers rehab.
74	out of my mind
78	overboard for guadalupe
79	midwinter measles
86	rebirth of sandpiper
92	max ebb
94	changing of the guard
100	cruising chronicles
106	folkboats
111	relief at lat. 36
114	mexican racing
123	crew list
140	brokerage section

Cover Photo: Sandpiper, by Diane Beeston.

Story on page 86.

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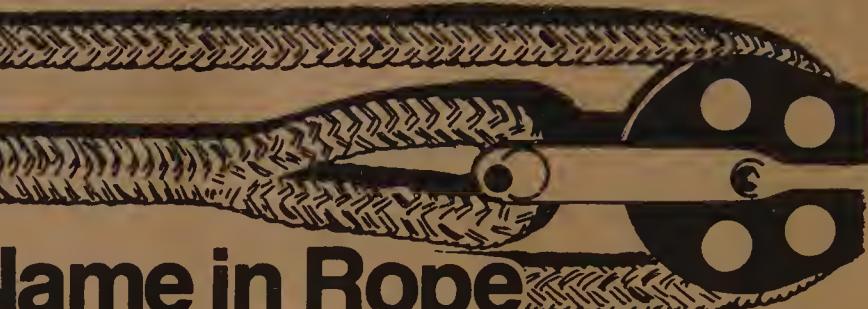


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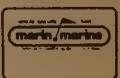
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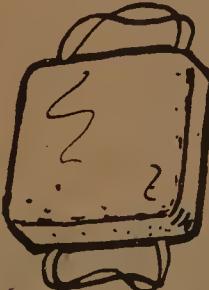
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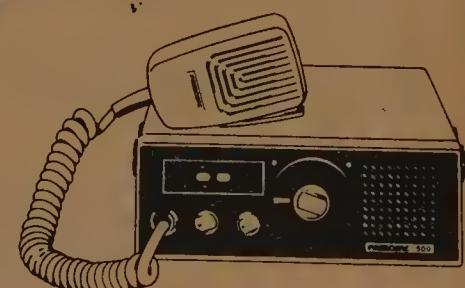
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SEE OUR BROKERAGE AD, PAGE 141

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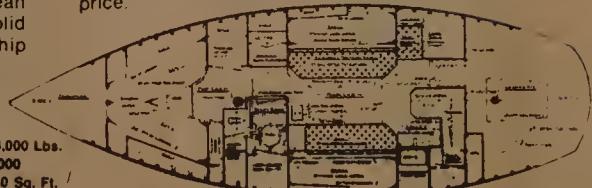
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# LETTERS

## □ AVOID MURDER, RAPE, PILLAGE

Enclosed is an article from a friend on the East Coast. Because of the instances [of violence], some of the boat folks there seem to be becoming fanatics on the subject. When she heared we were planning a long cruise, we were promptly admonished to arm ourselves with two to three guns and be able to lock ourselves below to avoid murder, rape and pillage.

With our new Nor'West 33 barely out of her mold and new live-aboard interior finally in blueprints, we must now worry not only about choosing pumps and winches, but now firearms!!

John & Judy McCandless  
Redwood City

## RETIRED YACHT COUPLE WAGE TWO-HOUR GUN FIGHT WITH PIRATES IN DRAMATIC CHASE

A retired couple have told how a dream cruise in the Caribbean turned into a nightmare shootout when rifle-wielding pirates attacked their luxury sailboat.

And they were prepared to return fire and fight for their lives only because friends of the captain had been murdered by cutthroats in the same area.

Recalling the two-hour gun battle, Isabel Harris, 57, who blasted the pirates with a powerful rifle, said: "It was them or us. And we were making damn sure it wasn't us."

Isabel and her former policeman husband, Don, had arranged the winter cruise with a friend, Austin Evans, 57, owner of the swank sailboat *Bel Espirt*, to celebrate their retirement. The rest of the crew was made up of Evans' son Bruce, 30, and crewman Randy Moore, 34, all of Naples, Florida.

They were in the middle of the three-week cruise when the dramatic sea battle began.

The sun was just coming up when Evans and his crew spotted a 25-ft. powerboat speeding toward them.

"When I first saw the boat I was worried," said Evans. "It had just got light and it was real strange that they should be speeding toward us."

"There were five men onboard and they shouted to us to slow down. But we knew it wasn't any kind of official boat."

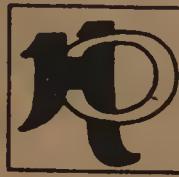
"I immediately thought they were pirates. Don and I looked at each other. I knew he was ready for trouble if it came our way. One thing I was sure of — I wasn't going to surrender."

Evans knew better than to surrender. He had been a close friend of Bill and Patty Kamerer, the Fort Myers, Florida couple who were attacked and killed by pirates in the Bahamas last summer.

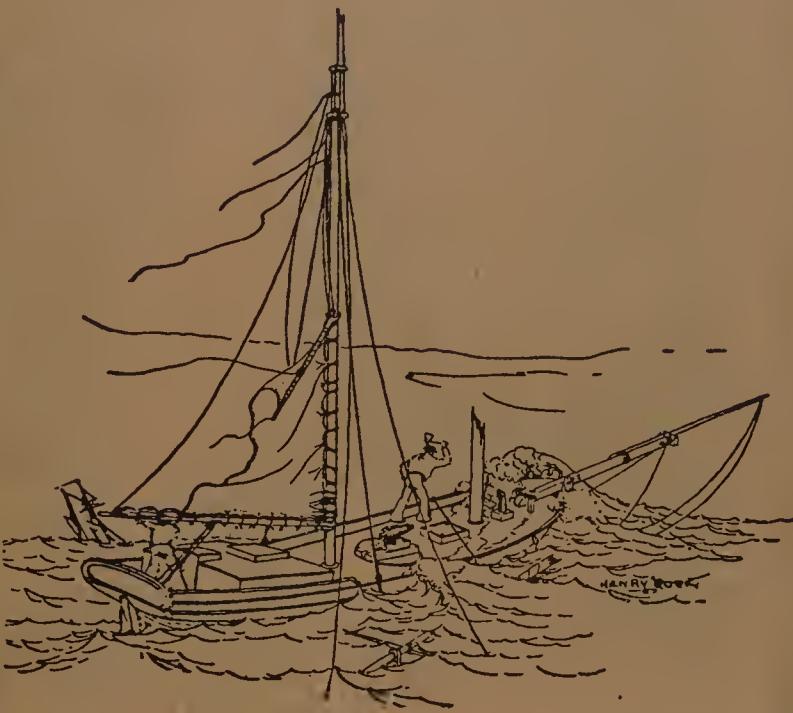
Their blood-spattered, bullet-ridden luxury sailboat was found in August, with no trace of the couple. The boat had been ransacked.

Said Evans: "The memory of Bill and Patty was still very strong in my mind. I thought that if we surrendered, we'd be surrendering our lives. I had a picture of the pirates stripping the boat, sailing off, and then spraying a few hundred rounds at us."

Evans has kept rifles, shotguns, and revolvers on his boat for the past eight years, in case of attack by pirates.



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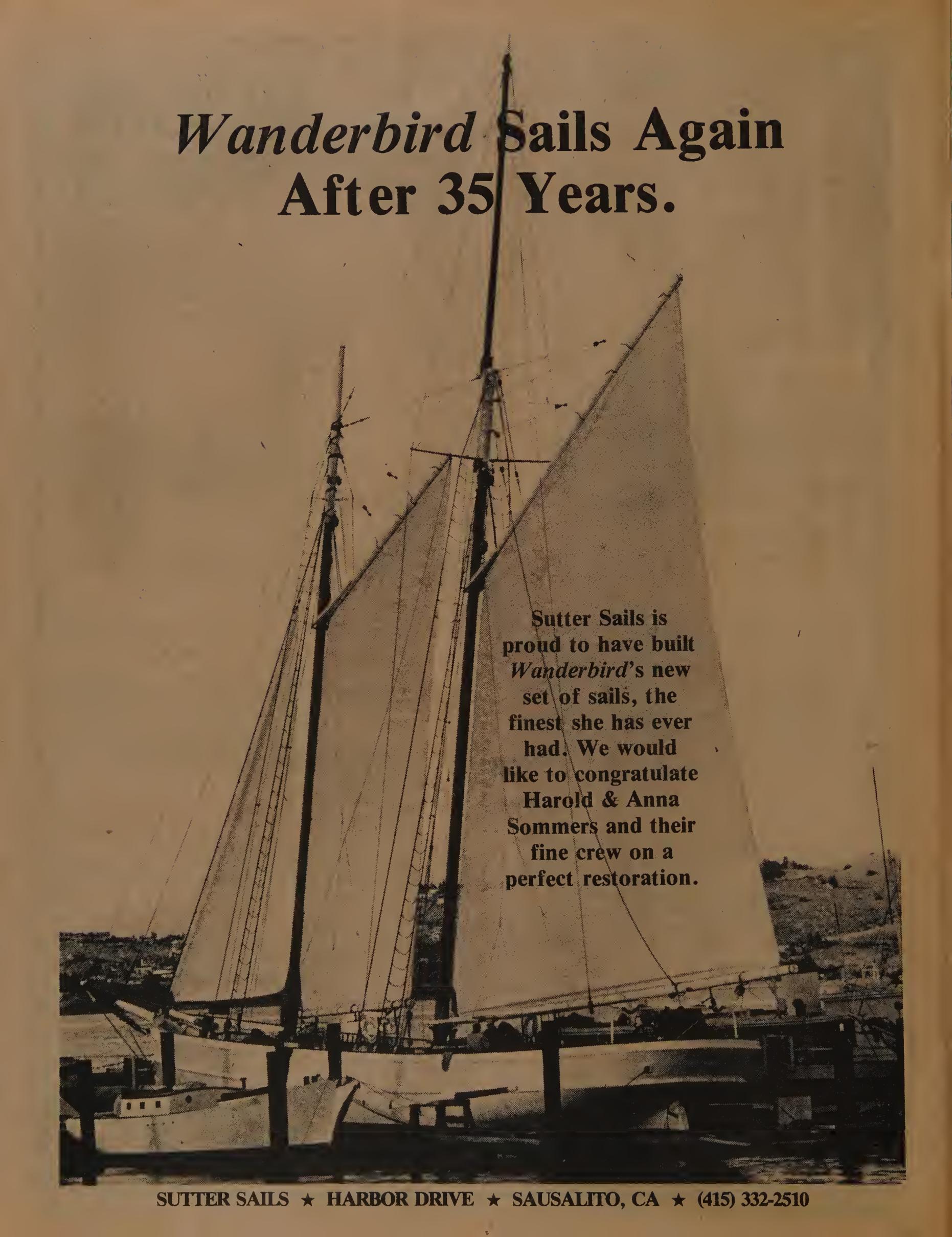
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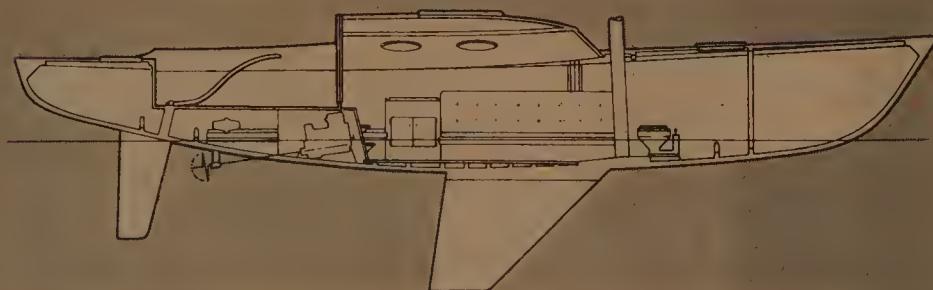
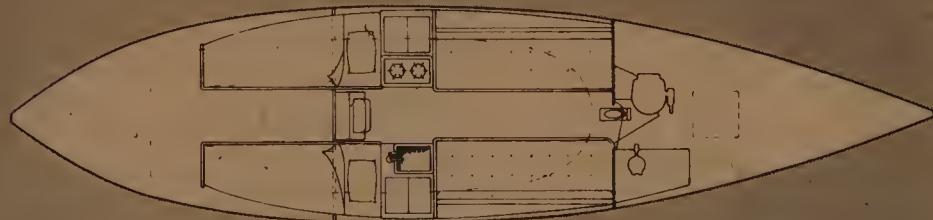
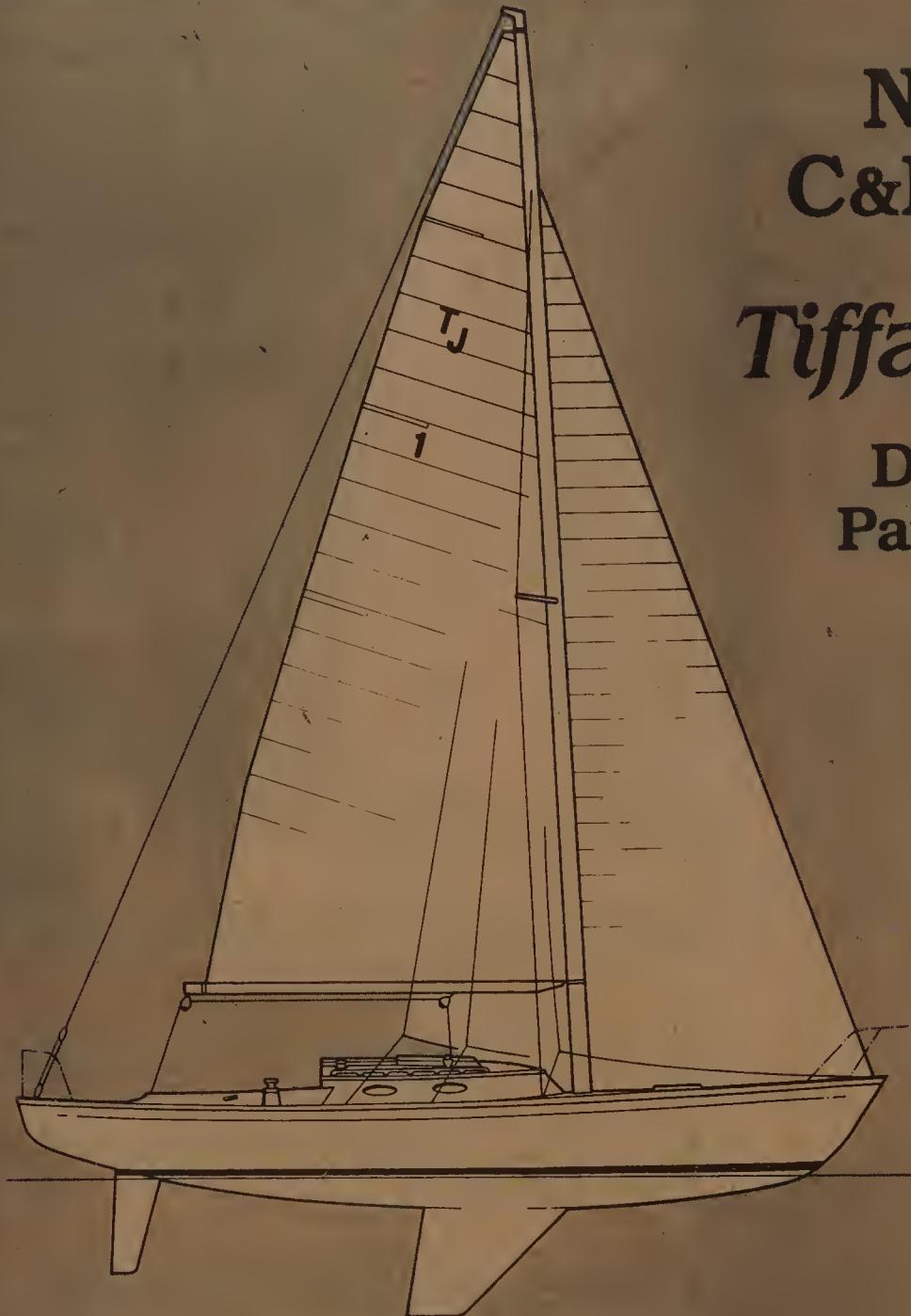
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# LETTERS

"I told Bill and Patty they should have the same — it could have saved their lives," he said. Ironically, the first time Evans went out after his friends were murdered was the first time he had to use his arsenal.

"The pirates were about 50-ft. away when we asked if we had been cleared by customs. They asked about the registration of the boat, then came to the stern and tried to get a man onboard," Evans continued.

"I told the motorboat to stand clear because we had firepower."

Then the pirates began brandishing their rifles. "They opened fire from about 60-ft. — and the five of us let them have it right back," recalls Evans. "They were shocked that we had guns."

"They drew back about 200 yards, but we kept exchanging shots. No one on our boat was hit, and I don't know if we hit any of them. The six-ft. seas made accurate fire impossible."

Don Harris, 57, alternated between a 12-gauge pump action shotgun and a 25/35 rifle, which was kept supplied with ammunition by his wife Isabel. But she also blasted off a few rounds at the pirates with the powerful rifle.

"We must have looked a mighty tempting target, because Austin's boat is a beauty," said Mr. Harris. The electronic equipment alone on the boat is worth about \$30,000.

"When we started blasting at them, we must have scared the hell out of them."

About an hour into the chase, the pirates disappeared, but returned a few minutes later with two other boats loaded with pirates.

Said Evans: "I kept on the radio looking for help, but they were right after us. They were frightened to get too close, even though they now outnumbered us three boats to one."

Finally, the Bahamas Defense Force sent a plane to the *Bel Esprit*'s rescue, after receiving the SOS. The pirate boats sped in different directions toward land.

*Reprinted from The New York Star, January 13, 1981.*

## WISH WE WERE, TOO

We enjoy *Latitude 38* and look forward to articles by people cruising in other countries. We appreciated Phil Howe's account of Tonga in the February issue until he gave us the impression that he let himself be taken for a doctor by people whose hospitality he was enjoying. I'd like to know what happened to the Tongan's leg. Maybe it's not too hard to figure out why the natives disappear when they see yachties coming.

Lois Holroender  
and Tinus Poppener  
On our way to Mexico

On our way to Mexico — You want to know what happened to the Tongan's leg? So would the Tongan!

But you are absolutely right, yachties operating under false pretenses can end up in big problems with the islanders. For example, remember what happened to Captain Cook when he allowed

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40'	Custom Challenger — 1972, cruise ready
40'	Carpenter Ketch — 1975
41'	C&C Redline Sloop — 1971
45'	Explorer Ketch — 1979
45'	Ford Motorsailer — twin diesels
45'	Freedom Ketch — 1978, bristol
50'	Staysail Schooner — 1974, excellent
50'	Colin Wild Cutter
55'	Fibersteel Ketch — 1974
POWER	
28'	Bayliner — fb/exp. tw/200 hp, 1976
30'	Chris Craft Connie — tw/185, ap
35'	Roughwater Trawler — 120 hp dsl., radar, ap, '73
36'	Gulfstar FG/Trawler — tw/dsl., 1975
36'	Uniflite FB/Cruiser — aft cabin, 1974
40'	Bluewater Sport/Sedan — 1978
44'	Marine Trader — tw/120 hp dsl., 1977
48'	Chey Lee FB/Sportfisher — 1980 demo.



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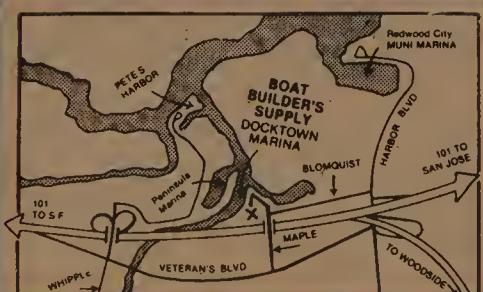
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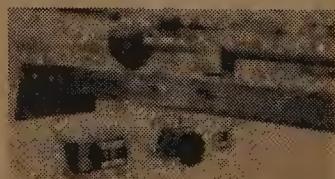
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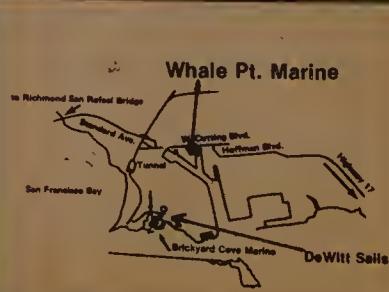
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# LETTERS

the Hawaiians to believe he was Lono. It spelled curtains for the world's greatest explorer and one of history's best captains.

If Howe keeps up with that phony doctor stuff he'll end up quartered, too!

## □ WHY NOT?

What's this name-freak nonsense — Max Ebb, Roxanne Scholls, Sally Snatchblock?

Bobby Hull  
San Leandro

Bobby — Writers are thin-skinned so they often like to hide behind pen names. We do it all the time; so did Mark Twain and other writers who knew what they were doing.

And what the heck Bobby, suppose your mom had named you 'Woody'? And yes, what if your last name were 'Stay'? It is, afterall, a Wild Planet we live on.

## □ ILLUMINATING THE LIGHT PROBLEM

Your quest for illumination on the merits of incandescent versus strobe lights might benefit from the experience of the airline industry. They, too, have been hobbled by antiquated lighting requirements that stem historically from the shipping code of the nineteenth century. The exponential growth of aircraft speeds has made the traditional lighting system legal but lethal, so that most modern aircraft have strobe lights superimposed on the regular red, white and green lights. These strobes are visible many, many miles away whereas the traditional ones are only effective when the aircraft is parked on the ramp. As an added deterrent to mid-air collision, most pilots put on their landing lights, day or night, whenever flying below 10,000 feet.

The fighter pilot's maxim that "It's the one you don't see that gets you!" would seem to be equally appropriate to the seafarer.

George A. Fulford  
Mill Valley

George — Strobes do seem to give the greatest blast of light for the buck, but apparently their excessive use is beginning to create some problems.

Argentina, for example, feels that strobes should only be used by vessels to signal imminent collision. They're finding that strobes frequently cannot serve this emergency function well because great numbers of fishing and other boats simply leave them on all the time as a matter of course.

The Argentinians may be on to something; strobes are very effective attention-getters only if they aren't common place.

## □ WE'RE PRETTY SURE OF THIS ONE

Would you please do me a favor? In Volume 10, February, there was an article by Jimmy Wallace, "Summertime Vacation". Hanalei Bay is mentioned on page 57. Can you tell me where Hanalei Bay is located?

Senator John Nejedly  
Walnut Creek

Senator — Sure, it's about 2200-miles southwest of your house, on the northern shore of the island of Kauai in the Hawaiian Islands. Hanalei Bay was the site of the finish line for the first two singlehanded TransPacs, and is probably the most popular summertime anchorage in the Islands. Because of its northerly location relative to

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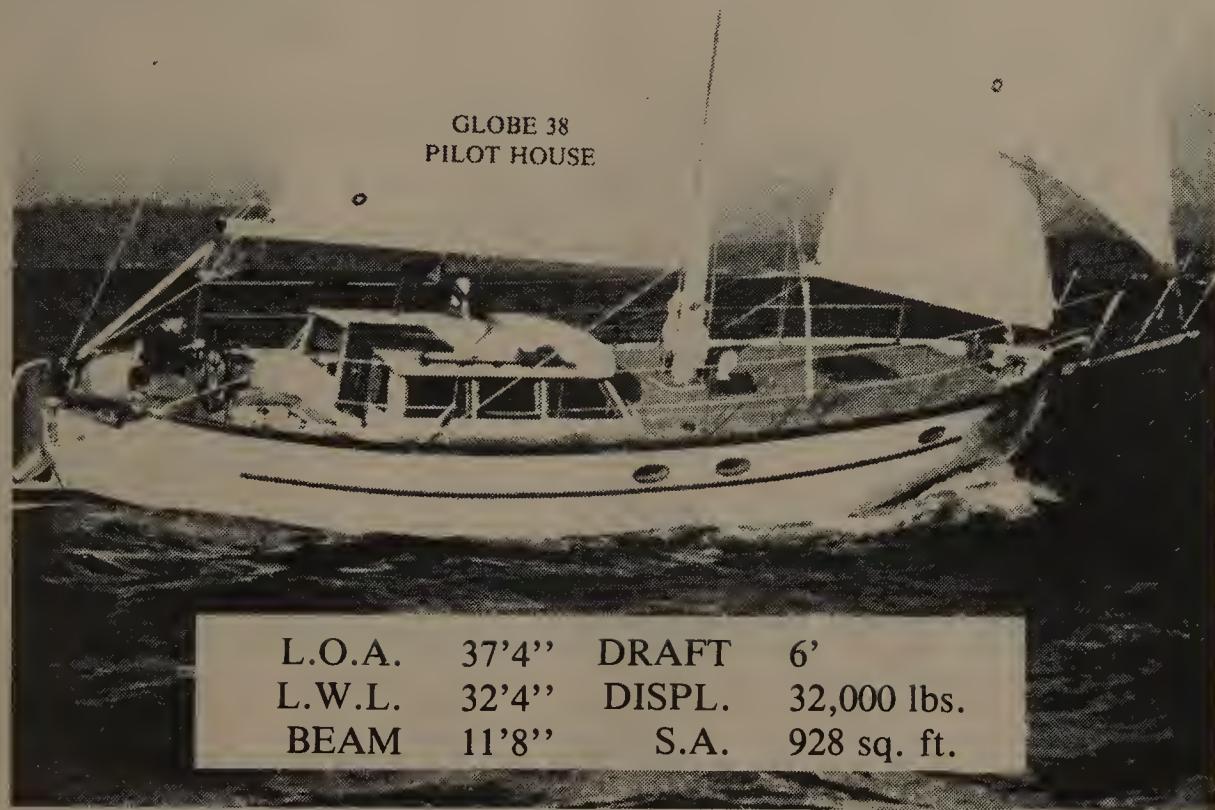


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45' Downeast schooner, '78.....	174,000
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47' Perry Caribe, '79.....	154,500
48' Alden cutter, '38.....	69,500
60' Rhodes yawl, Burger, '61.....	200,000

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31' Uniflite flybridge cruiser, '73.....	35,000
31' Chris Craft cmdr. sedan, '69.....	33,000
32' Carver sedan cruiser, '77.....	44,900
32' Trojan sedan cruiser, '78.....	59,500
32' Luhrs sports fisherman, sgl. dsl., '67.....	30,000
32' Grand Banks.....	(2) 54,500
34' Californian, twin 185 hp dsl., '79.....	(4) 55,000
35' Roughwater trawler, aft cabin, '73.....	49,500
35' Bluewater tri-cabin, '78.....	72,500
36' Grand Banks, '70.....	74,900
40' Cruise-a-Home, '73.....	45,000
40' Bluewater tri-cabin, '78.....	92,000
44' Gulfstar, f/b, mtr. yacht, loaded, '79.....	(2) 225,000
44' Marine Trader trawler, twin dsls., '77.....	120,000
44' Gulfstar, '79.....	199,000
63' Mathews motor yacht, twin dsl., '72.....	300,000

# LETTERS

the other islands, it is frequently the jumping off spot for cruisers either heading up to Alaska or back to the mainland.

## ROUGH SEA FOR PACIFIC SKIPPER

I thoroughly enjoy *Latitude 38* and look forward to reading it each month.

This letter is to advise other readers of my unhappy experience with *Sea/Pacific Skipper*. Prior to the merger, I had been a subscriber to *Sea Magazine* and found it a most worthwhile and useful publication for the sailboat owner. Last September I wrote Peterson Publishing for a back copy of *Sea Magazine*. I enclosed a check for the past issue. The check was promptly cashed, but the issue requested was never received. I again wrote last month regarding the past issue. Still no response from *Sea/Pacific Skipper*. In view of the deteriorating quality of the magazine and their failure to respond to my correspondence, I have just mailed a letter to the publisher requesting a refund of my money and cancellation of my subscription. I hope I will get my money back. If not, I guess I can write it off to experience or possibly claim it as a bad debt on my year's income tax return.

Chuck Dodd  
Mountain View

*Commander Dodd (Ret.)* — Yes, we think it's good advice to stay away from that whole pack of shady publications . . . no, we're just joking.

Actually, we can sympathize a bit with Peterson Publications, knowing first hand the kind of problems you can run into not only within your own office, but also with your mailing service and the U.S. Post Office. And that's just with normal subscriptions; we've found requests for back issues so disruptive that we simply don't keep any old copies around and therefore can't honor requests for them.

We can appreciate, however, how frustrating your experience has been. If you, or anyone else ever has a problem with a subscription to *Latitude 38*, just call (415) 332-6706 and either Terri, Karen or Kathy will mail out the latest issue to you first class, and then check to make sure that you're on our computer list. And, if for any reason you don't feel that your subscription has been worthwhile, we'll gladly refund your money at any time.

## YOU DON'T HAVE TO SUBSCRIBE TO BE A WINNER

Your classy classified ads bring results! I sold my FJ to Steve Liedel. Steve was the guy who wrote *Sailing with Henry*, published in your magazine in September, 1980. I hope he's still sailing and writing. Thanks for printing his story and my ad.

Since my last ad brought results, I'm enclosing another — along with your classy fee. Notice no other check's enclosed though; I'm still too cheap to spring for a subscription. Don't let that mislead you. I read your magazine cover to cover — I'm just cheap.

Jim Bowman  
Sonoma

## DEAR EDITOR

Enclosed find one 'I Want to Crew on a Cruising Boat' application.

As evidenced by info. I am a novice to most except a few hobbies but a maximus of vicarious experiences and a love for sea spray (or any kind) and wind.

Though a rookie, I absolutely a) adore, b) love, c) thrill, d) all of the above, your magazine.



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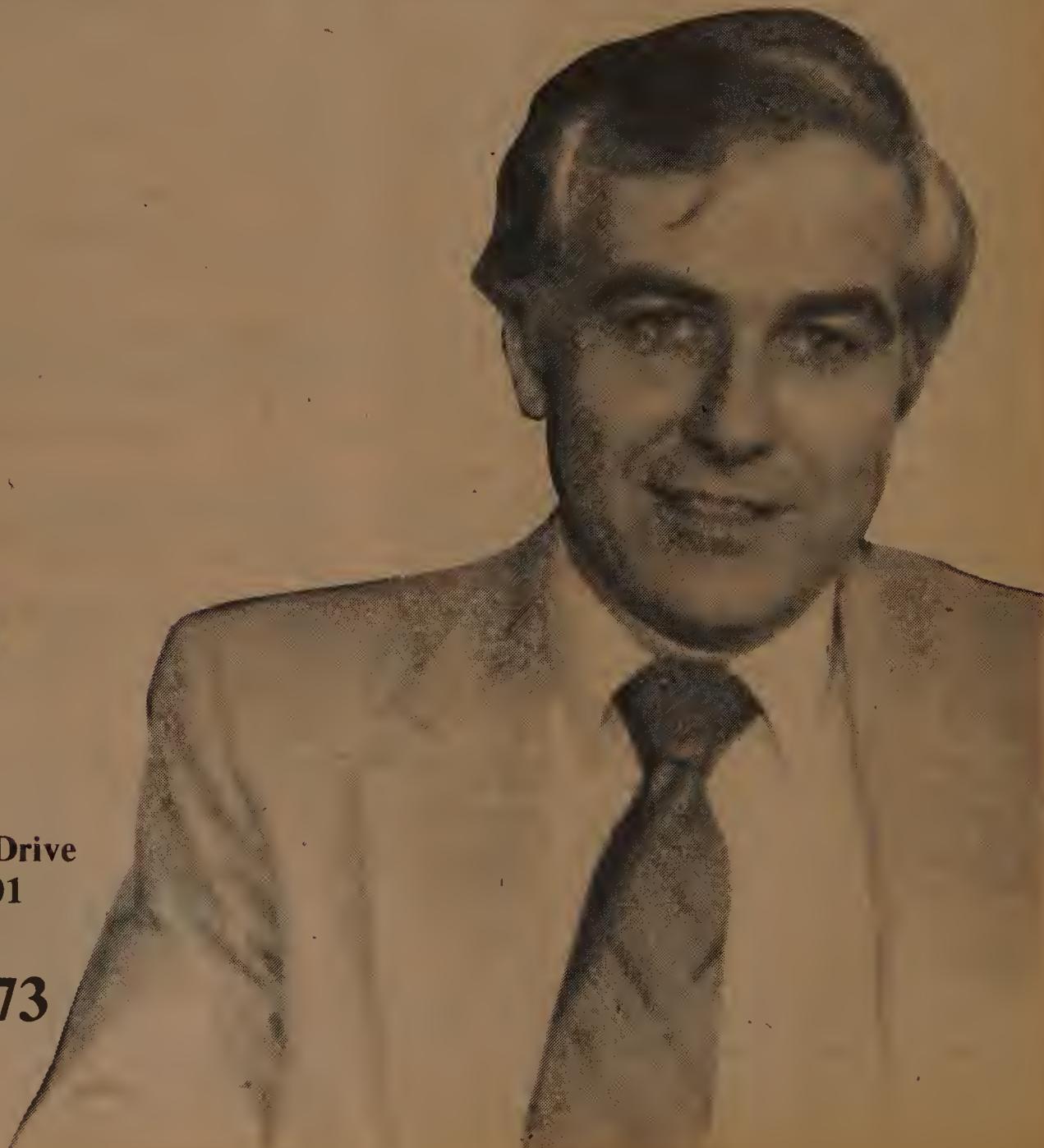
**The first race he ever won was  
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# LETTERS

And I always thought I possessed the most obscure sense of humor and then I met you. We were meant for each other.

So, feed my data into your computer and may the best skipper win.

Love and Kisses

Christie B.

P.S. — Am recovering from a broken leg caused by a nasty motorcycle. I should have been sailing.

Christie B. — We can't imagine anything in the world that's ever going to prevent you from getting what you want in life. Love and Kisses.

## □ ONE-LINE STAND

I'm sure my subscription runs out soon so here's twenty for a first-class renewal. I signed on your crew list last year for ocean racing and while I gained some valuable experience, not to mention some thrilling moments, I would like to return to the saner aspects of sailing, which brings me to the 'cruising boat crew list' I've enclosed for this go-round. Understandably you can't cover all whimsie and fantasies on your coupons so I'm writing to elaborate. I'm presently working on my finances so that within two or three years I can enslave myself to a wooden boat of modest size (36-ft. or so) for the purpose of world-cruising and would love to share my dream and all the preparations involved with an assertive, capable and charming woman i.e. the kind of woman that follows your pages each month. So maybe you could print my name and address so I can begin some correspondence? I suppose I could have sent in a Classy-Ad but it feels so impersonal. Meanwhile let me extend my compliments to you for your delightful and refreshing publication!

Roland

Roland — There's just no way we can honor individual requests like yours; space is tough enough to come by as it is. And you're wrong about the 'classy classifieds' being impersonal. Heck, you get 40 whole words to develop a relationship with the "assertive, capable, and charming women" who read us each month. Surely those forty words are more personal than a mere 'one-line stand' you get from the crew list. So I chosen up and fork over those ten clams for a classy classified, our ladies are worth it!

## □ TO LIVEABOARD AND NOT LET LIVEABOARD

You have an extremely 'aware' magazine with an equally 'aware' readership. They — and you — deserve to know that there is a modern day Scrooge living amongst us all; namely a female harbor-master in a prime bay area location.

We were liveabards in "her" harbor for over two years. This was two years of being totally open and aboveboard, causing no hassle, keeping a low profile and — never there. We were gone every weekend, as well as many many times during the week. Every summer we were gone on an extensive offshore cruise, but not before paying the berth in advance and minding our p's and q's by adhering to all her rules governing the no-no of sub-leasing, etc. In other words, we were pretty darn good tenants! No pets or kids or bikes or messy boat or dock; just two people who love their boat and have chosen to make her their home.

It didn't work. After two years, all of a sudden we were "undesirables". No valid reason was given, just some vague

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## SAIL

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23' Ranger, 1973.....	12,995
24' Moore, 1978.....	19,500
24' J, 1980.....	14,995
25' American, 1974.....	9,950
27' Santa Cruz, 1978.....	17,500
27' Ericson, 1972.....	26,000
30' Friendship Sloop, 1964..	35,000
31' Bombay, 1978.....	47,995

## BROKERAGE BOATS

32' Westsail, 1976.....	63,500
32' Ericson, 1973.....	35,900
34' Fantasia, 1976.....	62,000
35' Mull, 1973.....	49,000
36' C&C, 1964 (Korten)....	89,000
42' Wilson, '80 (cold mold) ..	135,000
45' Coronado, 1977.....	80,000
46' Garden ketch, 1977....	115,000

## 46' Montgomery, 1941.....75,000

### POWER

24' Fiberform, 1975.....	15,900
24' Sea Ray, 1978.....	21,500
25' Trojan, 1969.....	11,500
27' Houseboat, 1965.....	6,900
28' Chris Craft, 1966.....	10,000
30' Fjord .....	69,500
32' Chris Craft, 1964.....	15,000
44' Custom Tri-Cabin, 1971..	55,000

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# LETTERS . . .

reference about using your boat as permanent residence that obviously — to her — meant we were vagrants, transients or — god forbid — different!

The Captain of our good ship tried to talk to her with sanity, calmness and reason. All we were asking for was another three months — THREE MONTHS! — for we will be gone all summer. All he was asking for was the chance to stay near the facilities he needed to continue preparations for the Singlehanded Race to Japan in June, a challenge he ached to try, but which cannot be met by bobbing the bay with no land base.

No dice. She wouldn't give him so much as the time of day, wouldn't even discuss the possibility of working something out. So, time being of the essence with no margin for waste or delay, he isn't going to Japan — thanks to her and her special brand of "kindness" and "compassion".

There are 'legal' liveaboards at this particular harbor; they are nice people for whom we have no wish to muddy the waters and mess things up. They are legal because they were given the opportunity to pay a liveaboard supplement. We were not given this opportunity. Nor, we suspect, were most of the others that are still in the harbor. The lady who runs the show cannot be approached; she approaches you.

So it would seem that neither longevity nor good neighborliness mean a thing. If and when this — you should pardon the expression — LADY gets a bee up her rec--ords, that's it, folks. Not only ain't she got no cooth, she ain't got no heart neither!

But, we have faith. Ever notice how those that give, get? And if you give good, you'll generally get only good back. And, if you give bad . . . . !

We're waiting! MAY we name names? Nah, don't have to.

NAME WITHHELD to protect the innocent  
. . . Liveaboards who are still there . . . .

## COUNTRY SAILING AIN'T THAT GREAT

Your enthusiastic appreciation of the Port Sonoma Marina may have been tempered some what had you known the following drawbacks. A minor disappointment is discovering that the "Taj Mahal" does not come equipped with either soap dispensers or female tiding receptacles.

I must also insist that your meteorologist spend a few extremely cold and densely foggy nights huddled up to the heater before he decides that the valley weather is mild.

The major drawback, however, is the mud. Amiable Port Sonoma is situated at the mouth of the Petaluma River and is a rich depository for winter and dredging silts. Tricky maneuvering and accurate tide calculations are required in order to drag a five-foot keel on or off the fascinating Port Sonoma mud. Low tides leave the entire marina land locked with the lovely boats straining and snapping their mooring lines. At this point we're not keeping our boat in the country, we're stuck there.

Name withheld by request  
San Anselmo

Name Withheld — We called Betty Krambs, who supplied us with all the information on Port Sonoma, but alas, she was on vacation. However, the woman who did answer the phone agreed with you, that the mud was a problem and boats couldn't always get out. She told us that Shellmaker was now dredging the site of the third marina at Port Sonoma, and when that was completed would dredge the

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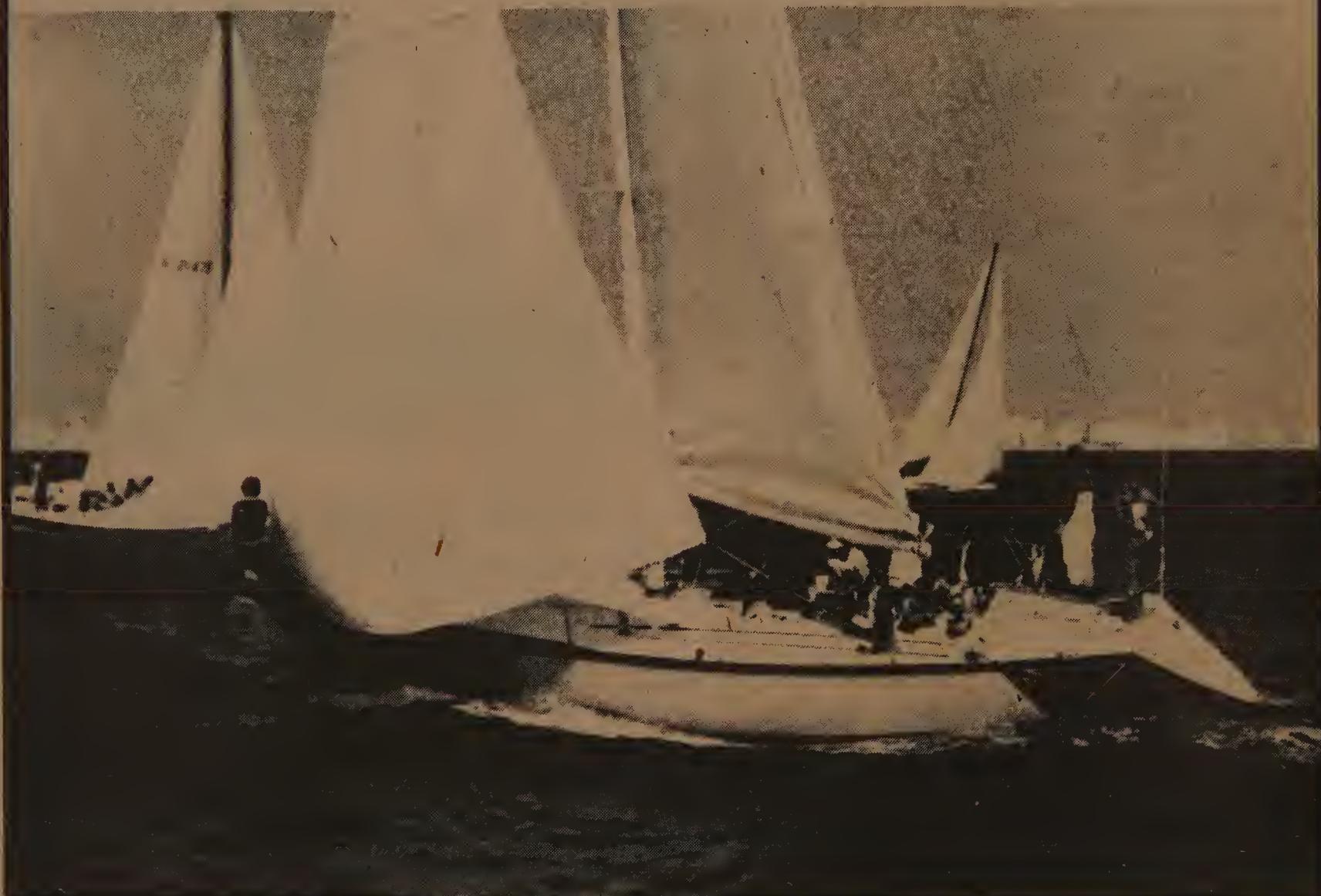
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# LETTERS

other areas.

Some berth holders tell us that such promises have been made in the past, but still no dredging has been done to date. If dredging is started on the first two marinas after it's completed on the third, we hope you let us know. Lack of water is not a rare problem in the bay area, but there's a limit to how long berthholders should have to put up with it, particularly, if would seem, if the owner of the marina was a dredging company.

## □ DEAR JOHN (BREIRY)

Yes, we do! Regarding your inquiry in the February issue of *Latitude 38*:

*Infinity*, the 120-ft. cement ketch, is here in San Diego.

As we walked down the docks at Harbor Boat and Yacht Company one day we nearly fell over backwards as we looked up the masts of this awesome "vessel". Dock rumor has it that she's on the market for \$1.2 million. We don't know who has the listing. She's presently sitting at an endtie at 4960 Harbor Drive looking like a shark surrounded by pilotfish. There are several small boats rafted up on all sides but no one really seems to know her story.

Try calling (714) 223-3133. Good luck!

Cherie & Ron  
San Diego

## □ NOT-SO INNOCENTS ABOARD?

Anchored in Pichilinque, just consumed your January '81 issue and am still giggling over Max's "Not so cheap anymore" madness. However, I must interrupt this mirth and scribble a 'letter to the editor' (never done that before!) in response to one of the articles in that issue.

I am writing in defense of Senor Gonzales of the Immigration office in Cabo and Senor "Ayatollah" Gomez of the Port Captain's office in La Paz. What is this "Ayatollah" business? I'm amazed and shocked at the negative portrayal of these two officials. Granted, the Mexican bureaucracy is not the most precise in the world but still this portrait will only serve to engender more misunderstanding and bad vibes between "us" and "them". (Think of the utter amazement the Mexican officials in Ensenada must have experienced as *Dove* blithely sails into port without her immigration papers, tourist cards or crew lists!)

No small wonder that they received their first lecture in Ensenada. Perhaps some people think of Mexico as just an "extension" of our great United States, I don't know, but it is another country requiring the proper immigration paper work, visas and various permits. While on the subject of their lectures may I also say that if a local Port Captain feels it is necessary to warn a yacht of the impending "Chubascos" a wise sailor might take heed and not interpret it as "unreasonable" hassle! (*Dove*'s "few ocean miles to her credit" were due to the seamanship of Robin Graham, not the yacht's immunity to destruction from bad weather!)

Our treatment in both Cabo and La Paz has been straightforward, warm and efficient. This is true for all of the yachts we know including local boats from the bay area, *Minots Light*, *Dawn*, *Paho*, *Whisper*, and *Waxwing*. So I must take exception to their statement "Don't expect your trip to be hassle-free, though" and state just the opposite, that our trip has been quite hassle-free and wonderful (although the weather has been the shits!) Their article is a classic case of launching into a situation without thorough preparation (i.e. paperwork, visas) or understanding and the ensuing difficulties that



PHOTO: MIKE MONAHAN

# ATTACK

IN

# SILVER AND BLACK

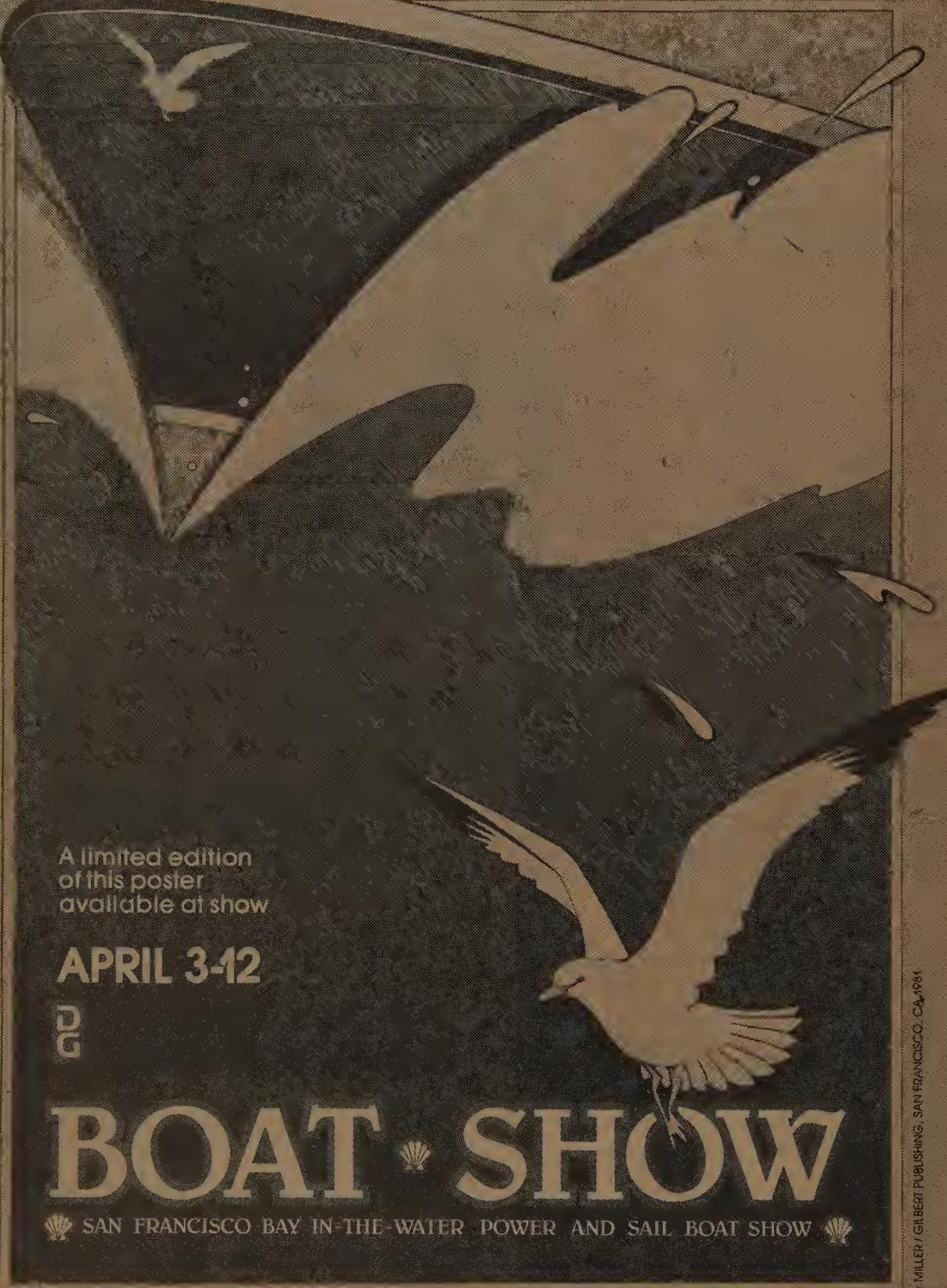
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APRIL 3-12

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SAN FRANCISCO BAY IN-THE-WATER POWER AND SAIL BOAT SHOW

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Enclosed is my check in the amount of \$  
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Name

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# LETTERS

result.

To balance the despotic "Ayatollah" image, perhaps I should mention the wonderful old Port Captain of Cabo San Lucas and his eager young assistant, who would do anything for you, often giving directions somewhere in their faltering English to dazed and confused "yachties". It was always a treat to check for mail and visit with these gracious gentlemen, giving them a chance to improve their English and us our Spanish. The other part of the treat was stopping off at the Tortilleria for fresh, HOT tortillas — yum — sustenance for the trudge back to the boat.

Didn't mean to rant and rave but I did want to bring up another viewpoint. Baja is no hassle at all if you do the homework and leave your American expectations behind.

Soozi "Fussbudget" Pressley  
El yate Peer Gynt  
La Paz

P.S. — Frank DiMarco's interview with Bernard was superb. Also if anyone is coming down, don't forget to get "el fishing permit" in San Diego — it is mucho important!

Soozi — Someone else in Mexico, see next letter, agrees with you.

## MORE NOT-SO INNOCENT ABOARD

Your January, 1981 issue just arrived, and has sure stirred up a lot of people on the cruising boats. Betty Ann Moore's story about Mexican officialdom is not the truth. The pictures are absolutely wrong. Showing a tree for an office, or a broom leaning against a wall as an office is a lie. Anyone could take a picture of a garbage can in the back of the Vatican and be technically correct in labelling it a part of the Pope's office, but the misrepresentation would be a lie.

We have talked to many cruising boats this winter who have visited a number of ports in Mexico, and have not heard one important complaint about any of the officials.

Last week in Cabo San Lucas, before your magazine arrived, all of the boats in our end of the harbor spontaneously and enthusiastically signed a joint letter to the Port Captain. We said that we really appreciated his courtesy and helpful manner, and we thanked him for extending to us the gracious hospitality of Mexico. There were three pages of signatures, and would have been 20 pages had we taken the time.

When an American yachtie goes to any country he should realize that their ways are bound to be different. He is going to have to adapt to their ways, and not expect them to change for his benefit. The ugly American never realizes that he is so, and he makes it difficult for anyone else to follow his footsteps.

I, for one, wish to extend an apology to all those people who were so nastily slandered in the article.

Bill Kohlmoos  
Reese River Belle  
Pihcilinque, Baja California Sur

Soozi and Bill — Sorry, but we just don't see all the slander you see in Betty Ann's article. We've been on boats in Mexico twice; once for a week in Cabo, and once for a three-week rumble from Loreto to La Paz to Mazatlan to Isla Isabella to San Blas to Puerto Vallarta. As such, we're far from experts, but Betty Ann's comments sure struck familiar cords with us. She wrote, "Maybe some of our experiences with Immigration, Customs, banks, and mail will be helpful if you're

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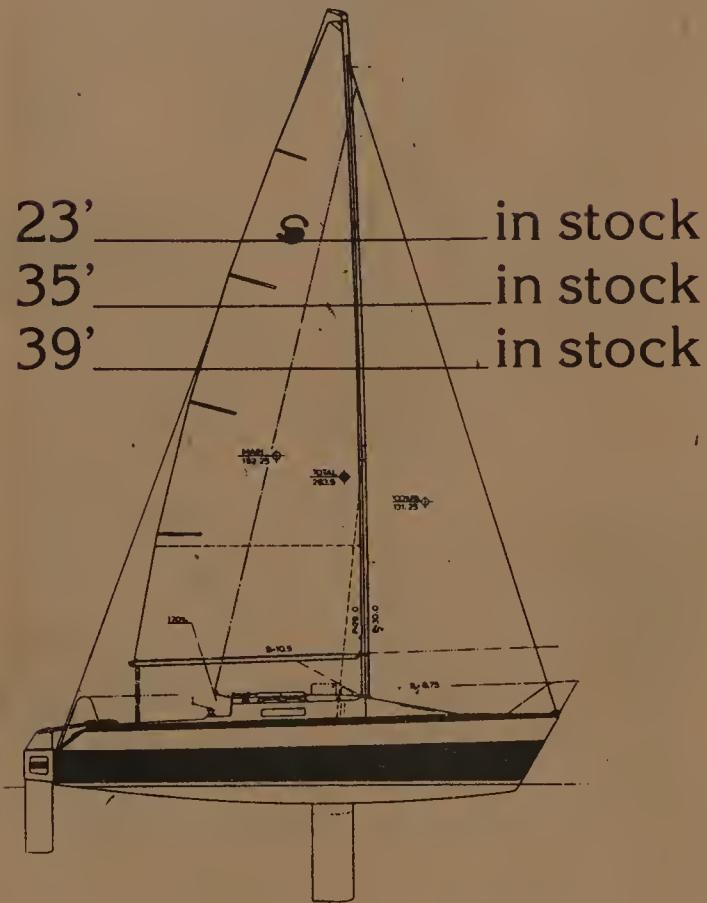


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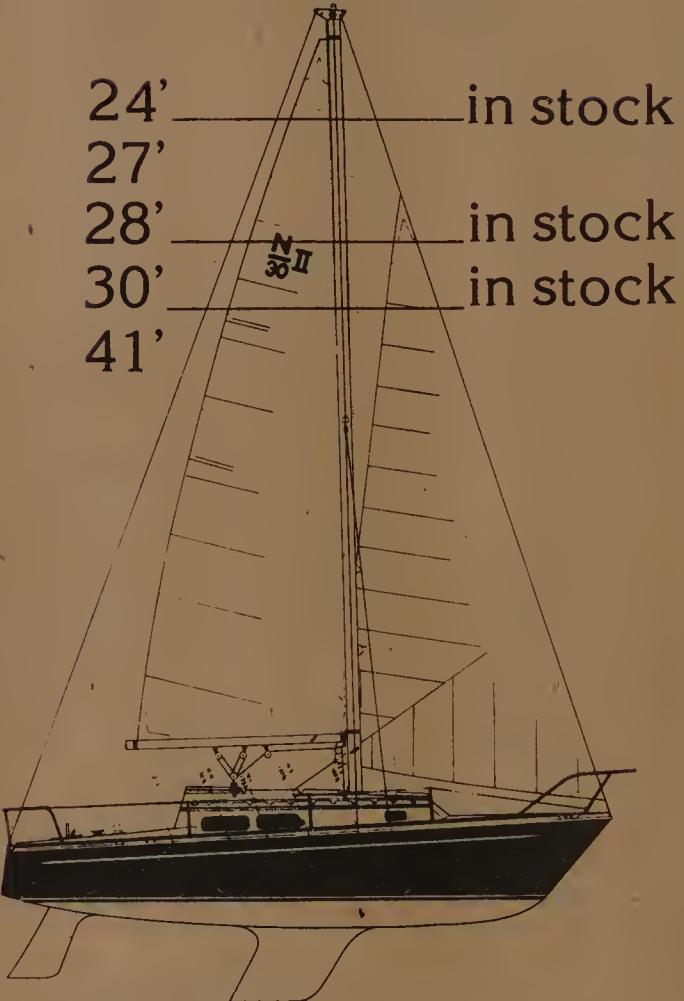
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# LETTERS

coming down next winter." Slander hardly seems her intention; she's simply trying to smooth the transition between cultures for those who follow.

Bill didn't like the photo of the Port Captain's Office in Cabo. Hell, that's just the way it looked when we were there! Betty took the picture and we published it for probably the same reason: to warn folks of the magnitude of the difference there can be between the U.S. and Mexico. Any negative connotation you perceive, we feel, is of your own making. For us it's "viva la difference!"

The 'Ayatollah'. We rather suspect this appellation was bestowed upon Senor Gomez long before Dove hit Mexican waters. Gomez is the individual who scared the beejesus out of countless yachties a little more than a year ago. He suddenly and unexpectedly required that all foreign yachties have Import Permits — something previously not required in Baja. Yachties out in the boonies were suddenly desperate to make plane, boat and bus trips of hundreds of miles to comply with the sudden edict. They felt no more reassured when gunboats conducted occasional inspections to see that the proper permit had been obtained. That is of course unless another official elsewhere in Baja had given the yacht permit that superceeded the one that Gomez was requiring. So it's likely that moniker isn't their's nor is the negative connotation.

As for the severe frustration with parts of the bureaucracy, your turn too, may come. If you've only been to two ports, we'll suggest that Cabo and La Paz do not Mexico — or even Baja — make. The Mexican culture, business system, and bureaucracy does not seem to be designed, intended or operated in a way to get things done efficiently, and if you're down there long, we're sure you'll appreciate this. But we, like Betty Ann, don't see anything wrong with this. As Betty wrote, "So don't let rumors or a bureaucratic difficulty stop you. Come on down and enjoy the fun of puzzling out a foreign culture." The key word there is enjoy. She's enjoying the difference, not hating it or it's parties.

While we think your sense of levity may have been parched in the lower latitudes, we're certainly heartened to hear that yachties intend to err on the best side of their behavior and watch that their comrades do the same.

## □ B.A.M.I.

This is just a quick thank you for your continuing support in printing information about upcoming Bay Area Marine Institute events. We have had many responses from people who have read about us in *Latitude 38*. I recently began doing public relations for B.A.M.I. As is often the case with small, nonprofit organizations, this Institute is really created by a small group of dedicated people who seldom sleep, and in our case, are really driven by a love of boats and the sea. Expanding people's awareness of the marine environment and providing access to the bay are our ultimate goals. (Not that there aren't days when the five of us would rather just be out "messing about in boats").

Many people volunteer their time to advise, teach and contribute to B.A.M.I. Without their support and your assistance in letting bay area sailors know what B.A.M.I. is about, I would get even less sleep and would hardly ever get to go sailing with my friend, Max Ebb.

Ricki Eggert

## □ SOME OF MY FAVORITE THINGS

*Latitude 38* and *Forbes* are my favorite magazines. The rest are a

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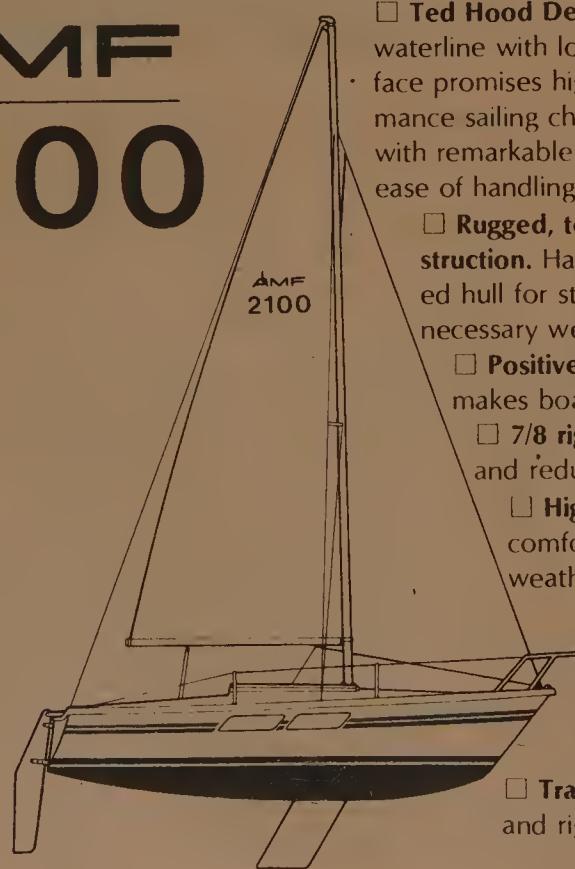
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# LETTERS

waste of time.

Paul Riedell

## □ DO IT AGAIN, 38

Here's my ten — let's do it again — it's worth every penny. I'm one that would like to see you glossy — at least your Christmas picture issue. Maybe make it a special issue.

Have we ever been told who the editor is? It would be interesting to know who's behind this unique publication. I can't help but picture a salt with a cruiser/racer that went to Berkeley to study psychology and ended up with a B.S. in journalism and now is searching for freedom in the sea.

Your publication brings me home to the ocean I love.

Tony Zindel  
Monterey/Sacramento

Tony — It would be a kick to do Latitude 38 on glossy paper with lots of color photos if the content of the magazine didn't crumble. Unfortunately we have neither the financial or human resources to guarantee that at this time, so we're not even going to attempt it. Actually, we were greatly relieved to discover that the overwhelming majority of respondents to the Reader Survey — and there were some 1,500 of you — advised us not, and sometimes very strongly, to not 'go glossy'. We'll gladly accept that mandate at this time.

Say, you're not far off on the editor, although it was Philosophy that was given up for Russian, not Psychology for Journalism. Never did graduate though, got fed up with Russian, too, and took a minimum wage position doing production on a weekly newspaper in Oakland.

What else can we tell you about the editor? He's a ceaseless worker, has a brilliant sense of humor, drives a Ferrari, is filthy rich, and an accomplished lover. He also is an incredible liar. His most famous quote is "Freedom is a state-of-mind, not a geographical place; it's also highly overrated."

The publisher is a regular fat-ass, slovenly and lazy beyond comprehension. Largely illiterate and notably cheap, he would like nothing better than to sail northern California in the summer and cruise Mexico in the winter with his wife and three-day-old baby daughter.

## □ ON THE BALL

Thanks for doing these lists. I'm new to the bay and don't have all that much in the way of resources for finding interested (racing 2-1) and helpful (cruising 2,6,8) crew.

You put out a good rag, so much so that in southern California where I used to race, it is far preferred to the publications generated down there. Here's my subscription, by the time I got your January issue, half the fun things to do were already done.

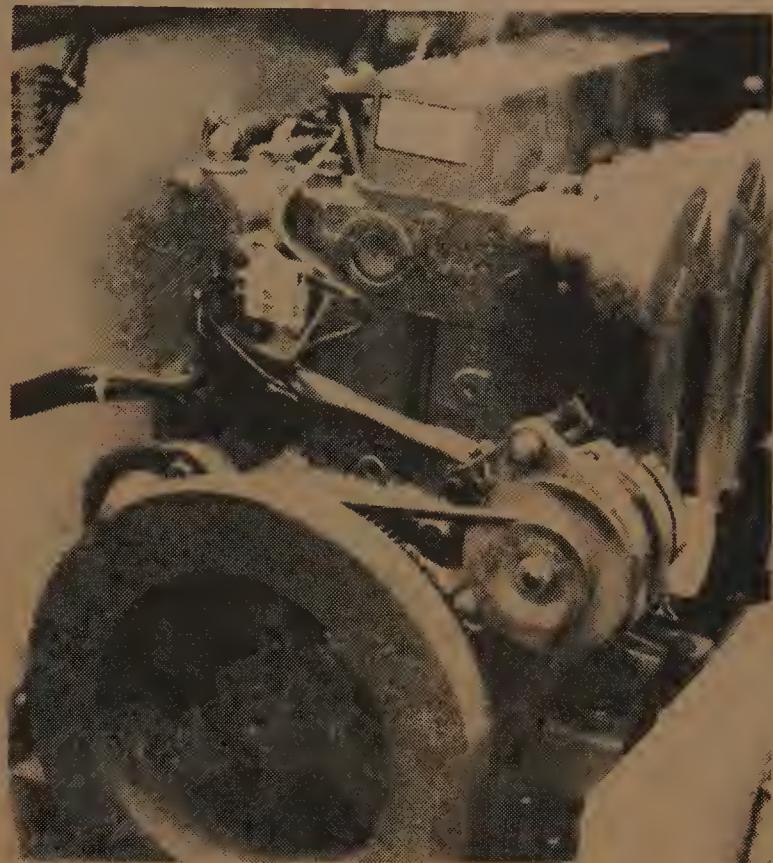
Channing Ball  
San Francisco

## □ ENTERTAINING ANDREW

This is probably the 500th letter about Andrew Urbanczyk's February article, but the reason not many people know that Joshua Slocum sailed around the world without a sextant is that it simply isn't true. Although Slocum kept his latitude "mostly by intuition", he mentioned taking sights at least twice in *Sailing Alone Around the World*.

On July 27, 1895, three days out of Horta, Azores, a "meridian

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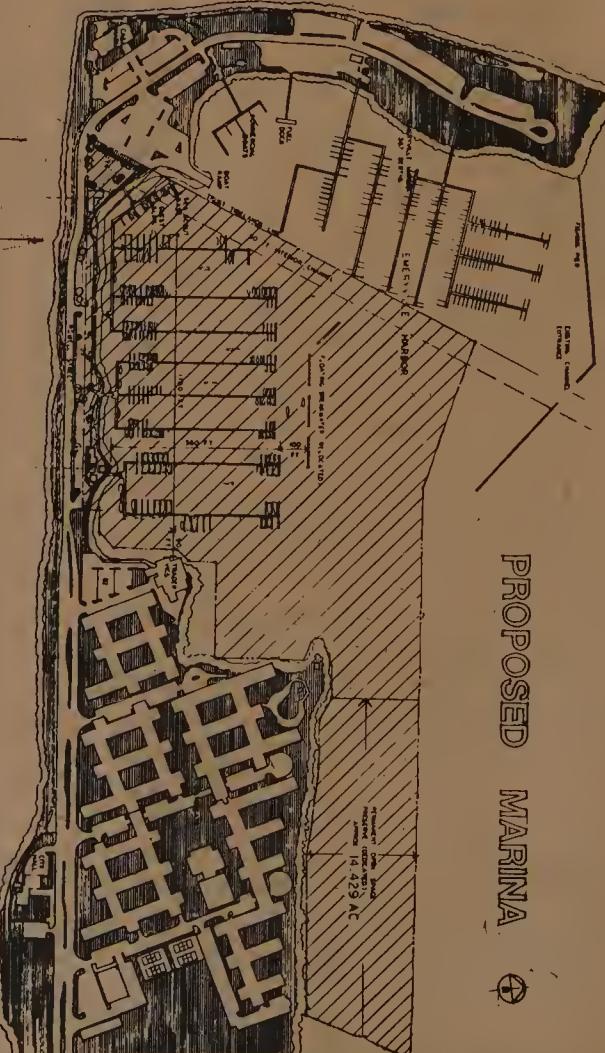
Emerybay Cove is tucked securely between Trader Vic's restaurant and the existing Emeryville Marina, just a mile north of the San Francisco-Oakland Bay Bridge toll plaza. Our adjacent parking lot is just a stone's throw from the Emeryville Police Station.

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For those who might want to move close to their boat, The Watergate condominium complex is across the parking lot.

## **Fast Growing Emeryville**

Besides *Trader Vic's*, adjacent businesses include Casa Maria, Charley Brown's, *Holiday Inn*, Hank Schramm's *Fish Market*, and the Watergate shopping center.

. For those who might want to move close to their boat, The Watergate condominium complex is across the parking lot.

Dock and office space in additional buildings is also available for yacht sales, brokerage and other businesses. For additional information, please contact us with your needs.

# LETTERS

altitude and the distance on the patent log" showed Slocum the Spray had remained on course throughout the prior 24-hours. While I suppose Urbancyzk can determine a meridian altitude without this device so "desired by snobs and pseudonavigators", I'll leave it to him to explain how. Again, on June 17, 1896, 43 days from Juan Fernandez and only a few hours from landfall at Nukahiva, Slocum "threw up my sextant for sights."

What is most interesting about Urbancyzk's comments concerning electronics is his recommendation for a digital watch and time cube for determining time, when the master sailor Slocum went around the world with a \$1.50 clock that he had bought for one dollar because it had a broken face.

All in all Urbancyzk is entertaining to read and is often thought-provoking, but sometimes one must wonder!

Bruce Rogie  
Corte Madera

*Bruce — You "sometimes" wonder about Andrew? We wonder about this enigma all the time. We can't even figure out his name; is it Urbancyzk or Urbanczyk?*

## HEADED FOR INSANITY

My husband and I are in the process of having our next sailboat drawn up, and in the meantime we are living and working on land. While we anxiously await the day we can begin building our boat, we decided the only way we could keep in touch with the *real* world was through *Latitude 38*.

Keep up the good work, we love reading articles written by people we've met sailing the west coast.

Linda Biggers  
Santa Rosa

*Linda — You folks better cease talking like that or we'll have trouble getting our heads through the door. And Linda, have you ever thought about how much your friends would like reading cruising articles by you? They would.*

## LONG CHARTERS

We have a 34-ft. Columbia sloop in the Virgin Islands. This past year she's been actively in the charter business. In April, however, we are losing our charter skipper who is moving up to a bigger, more lucrative boat and our chances of replacing him with anyone nearly as competent is very low. We really don't care to put the boat into the weekly bareboat charter business. From what we've seen down there, bareboat charterers tend to treat boats like rental cars, beating the hell out of them with little regard for their value.

Consequently, one thought we've had is to offer our boat for longer term lease to individuals, preferably from the bay area so we could personally check them out. Being fully equipped for living aboard and cruising (we did for a year), our *Santih* is ideal for a couple with a burning desire and the time to go off cruising the Caribbean for a few months to a year without getting heavily involved financially. Do such people exist? If they do, how do we find them? What potential problems can you foresee?

Ted & Christel Miller  
Los Gatos

*Ted & Christel — We think there are probably quite a few people who'd be interested in a three-month to one-year lease on an equip-*

# MONITOR

## The Sleeping Vane Gear Beauty



For about seven years the MONITOR wind vane has had a quiet existence, known to discriminating West Coast sailors, but not to many others.

It all began in the early 70's when a retired sailing enthusiast started thinking about installing an ARIES on his Kettenburg 40. After some more thinking he decided that he liked the ARIES principle and much of the design, but there were important features that could and should be improved. Having spent his working life as a research and development engineer he had both the time and the inclination to take on the task.

A few months later the first MONITOR was installed on the K 40 and performed extremely well. Over the years since, many hundreds of MONITOR vanes have been quietly built and sold. Several have sailed around the world and the MONITOR has been used in singlehanded events by sailors like Don Keenan, Rod Parks and Alan Rutherford.

Although the MONITOR today looks much the same as it did seven years ago, thousands and thousands of ocean miles on different boats inevitably flushed a few bugs. A modern MONITOR weighs 6-7 lbs. more than the early version, a result of strengthening the gear at critical points. Bearings and linkages have been perfected so that today the vane has evolved a truly dependable and finished product.

The inspiration from the ARIES is clearly evident in the MONITOR vane gear. The most apparent difference is the practically 100% electropolished stainless steel construction of the MONITOR, which may be its single greatest advantage over the original. In terms of seaworthiness of materials used, no other vane gear comes even close to the MONITOR. The stainless tubular construction combines great strength with comparatively light weight (nearly 30 lbs. less than the ARIES), repairability and corrosion resistance.

Other important advantages are the infinitely adjustable remote vane control and the four point universal hull attachments which provide a stronger, more rigid and easier installation.

The servo-pendulum is the device that gives the vane gear power to turn the boat's own rudder and bring it back on course again. In the MONITOR the stainless pendulum has a NASA high lift profile and has been balanced to allow the windvane to turn a larger surface in lighter airs. The result is greater power and greater sensitivity. A side bonus is that the larger pendulum can be fixed in the center position and used for emergency steering.

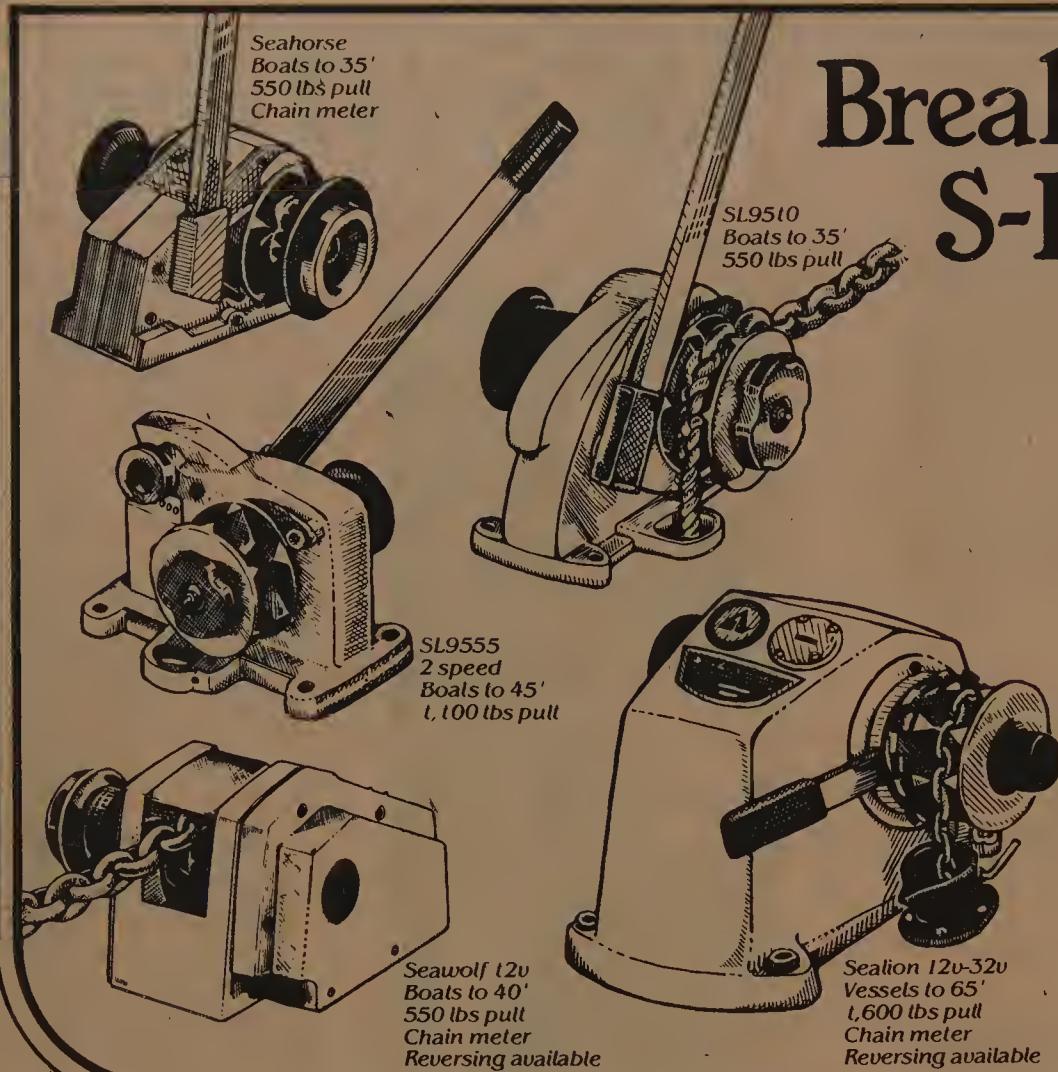
Numerous other improvements and advantages can be mentioned. Maybe the most surprising one is that, in spite of all its strong points, the American made MONITOR is considerably less expensive than the imported ARIES.

With so much going for it, the time has come to really awaken the MONITOR and let it loose on the oceans.

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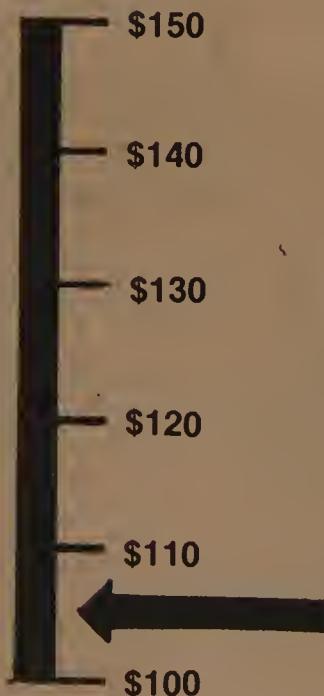
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# LETTERS

ped boat in the Caribbean, particularly if the price is reasonable. We're prejudiced, but we think you could find those interested parties through a Latitude 38 classy classified.

The potential problems we visualize are the obvious ones. Is your investment protected if the folks who lease the boat run it on a reef; if they enter it in the drug trade; or if they sail over the horizon with it? If you can cover those angles with a bond or an insurance policy, we think it sounds like a pretty good idea.

Many folks in the sailing industry, ourselves included, feel that the kind of thing you suggest is going to become more and more popular all the time. As you know, outfitting a boat for cruising is not particularly cheap, and if the expenses can be spread out it's not only a good financial arrangement for the owner, but for those who might lease the boat, too. Please keep us informed on what happened.

We'd be interested in knowing how your experience with a captain worked out. We'd hope to do the La Paz race in November, and then leave our boat in Mexico for several months.

Since we'd have to return to work we're considering one of our salty friends to run the boat and oversee groups of friends who would shuttle down for 'charters', thus offsetting the expenses. Are we crazy?

## □ THAT'S IMPOSSIBLE

Correction. The 1980 SYRA Santana 20 fleet champion was Rob Moore & crew, aboard *Urban Guerilla*.

Yuki and John  
Surf

Yuki and John — That's impossible, we don't make mistakes.

## □ YOU TO, EH?

Although in the past seven years of very great one-design racing in SYRA with my Catalina 22 I have managed to pick up some hardware (SYRA racing give prodigious amounts), and even the season trophy at least once, your list on page 115 of the February issue incorrectly lists me as the current SYRA Champion in the Catalina 22 class. The correct Champion, and a very consistent competitor, is Bennett Tyson in *Squidly*.

Sorry it wasn't me.

Sam Crabtree  
Antioch

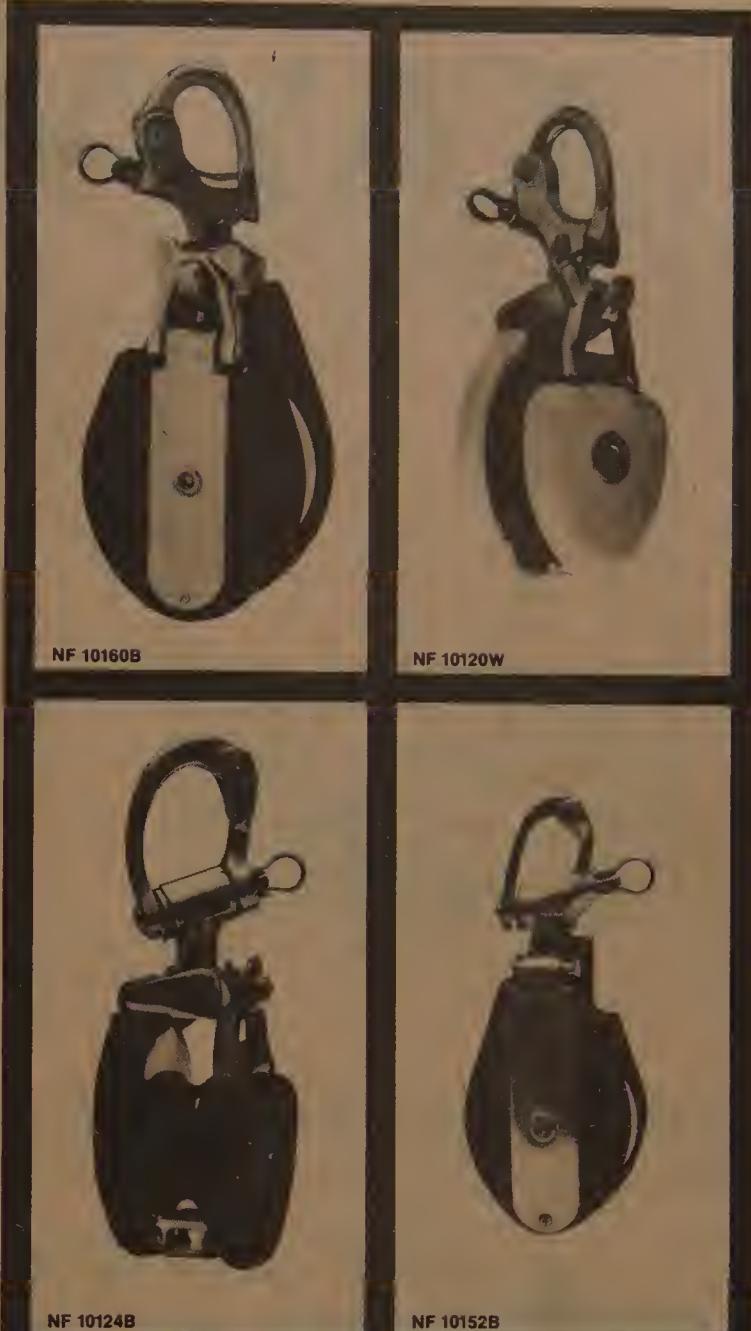
Sam — It's like we told Yuki and John, that's impossible. But if you guys insist on giving away the championship, we'll have to admit we futzed most, if not all, of the SYRA champions. They say "to err is human", so at least you know Latitude 38 isn't written by intermediaries.

## □ DEVIL MAY CARE UNIQUE-NESS

You do have a good sailing sheet. I'm a subscriber, and I've recently and deliberately not renewed my subscription to one of the 'eastern slicks' (*Cruising World*, the best of its genre in my opinion).

What you call your "devil may care" style is great. Your editorial replies to letters are direct, to the point, often witty, usually pithy, sometimes firm but never bad-tempered. They are a joy to read.

About \$1.50 for color pictures and 'slick paper'. I don't know whether you mean \$1.50 per month, per year, or per lifetime. In any event, I think the increased costs, schedules, and hassles would inevitably terminate the "devil may care" attitude. You have a good



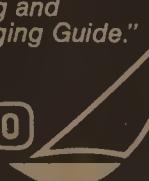
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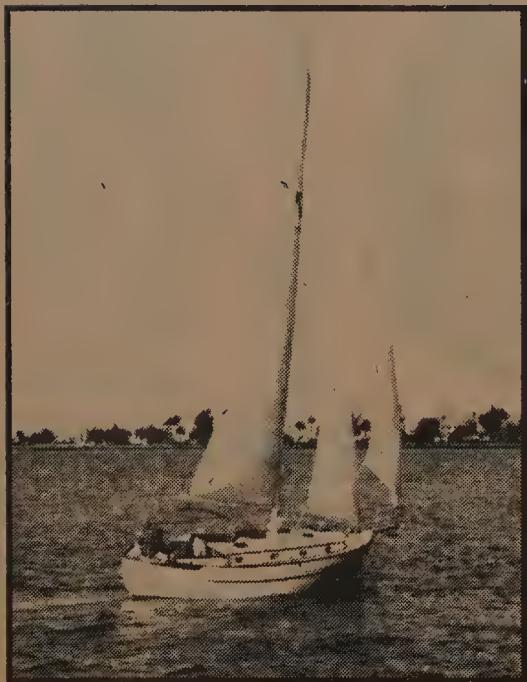
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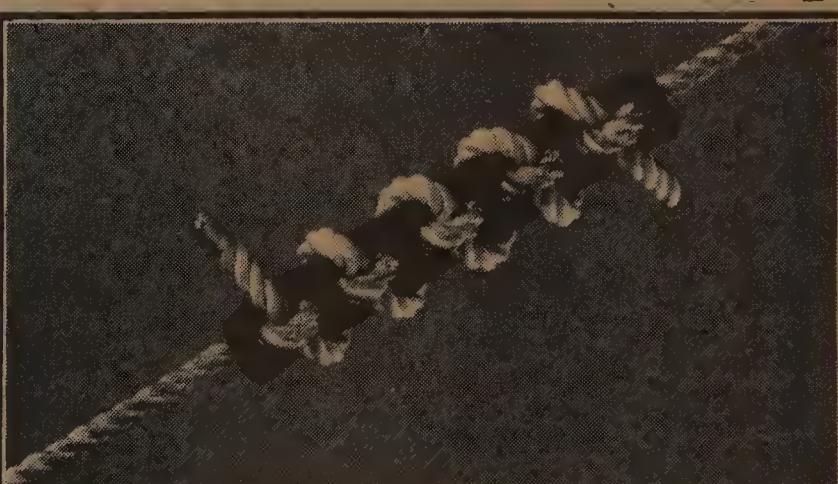
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# LETTERS

thing, possibly unique — why not keep it? I suggest you put your money into finding and recruiting a good person who shares your editorial philosophy and who has the ability to reproduce it and carry it on during illness or vacation or any one of the vicissitudes that affect humankind. As you see, I suspect that *Latitude 38* reflects the views of one or at most, two persons, and I am interested in ensuring that my enjoyment of *Latitude 38* will not be interrupted or terminated.

Herewith the completed reader survey. The postage saved by enclosing it in an envelope is with my compliments to you.

Burwell Taylor  
Yacht Vingilot

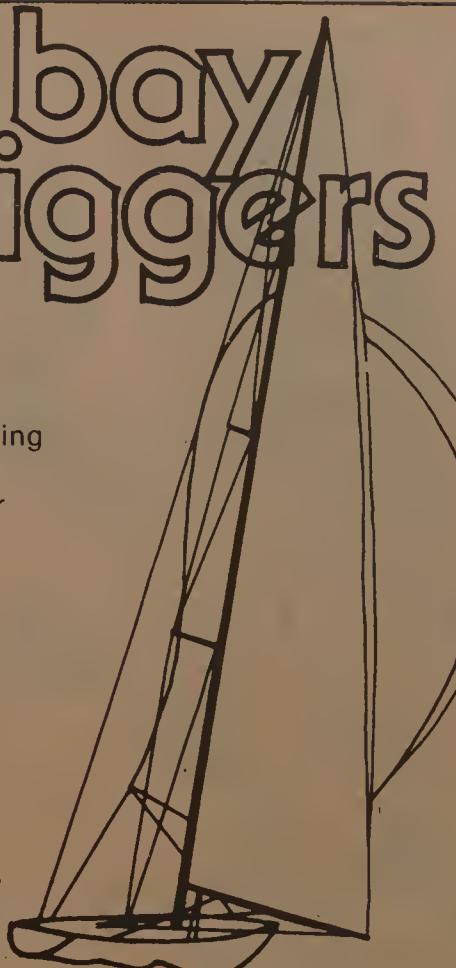
P.S. — Your listing last year of those who needed crew or wanted to crew for bay sailing or ocean cruising resulted indirectly in my finding the crewing crew companion I had been looking for for 1½ years (and maybe longer) during which period I explored every avenue I could think of. The lady I found (sailing as crew on the boat of a mutual friend) has become much more than simply 'crew'. We're going cruising in the summer or fall of '81. Thanks.

Burwell — We're with you all the way in believing the increased hassles of four-color printing would be counter-productive. Glad to hear you've found a cruising companion through *Latitude 38*, and you will keep us advised of your travels, won't you?

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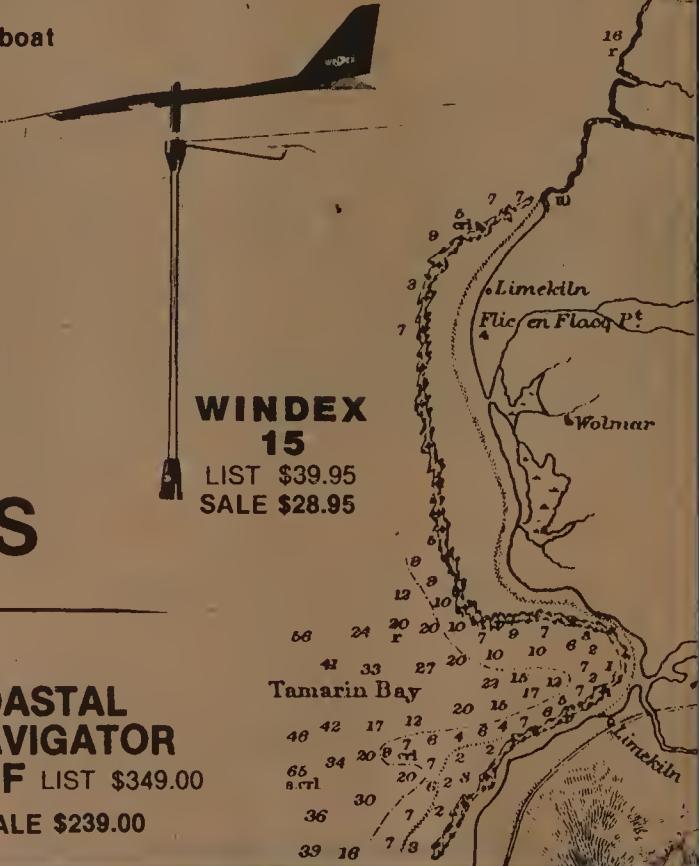
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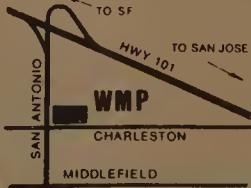
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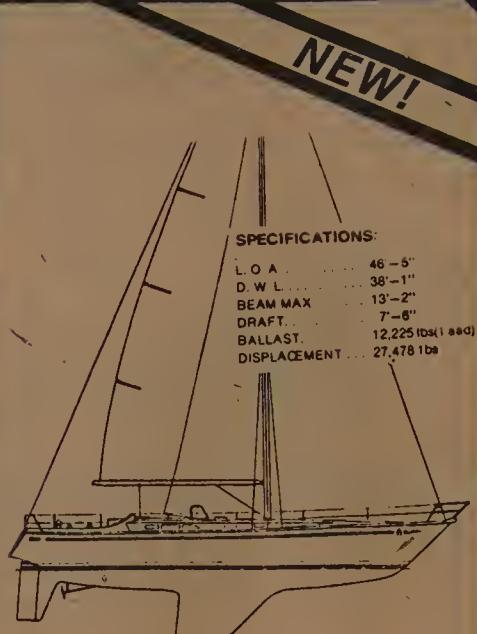
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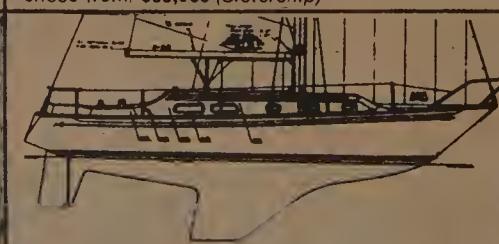
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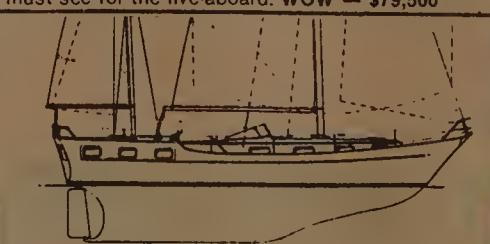
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## LOOSE LIPS

A way with words. People out cruising for a while get rusty with the subtleties of language, occasionally with humorous results. Here, for example, is a quote from Don and Sue Moseley that appeared in the October 1980 Seven Seas Cruising Association's *Commodore's Bulletin*:

"The fisherman have limited provisions and one should not expect to secure water or supplies. They do not even have coconuts or women."

We all know what the Moseley's were trying to get across, but the unintentional inference is obvious: being a woman is just one notch below that of being a coconut, and neither one of them rates anywhere near as valuable as water. No wonder there are problems with the ERA . . .

Now for the legal news. Back in Boston Honour Brown is suing the National Oceanic and Atmospheric Administration and the Coast Guard because two wind-measuring instruments were broken on a Georges Bank weather buoy. Mrs. Brown claims that the Coast Guard was negligent in not repairing the instruments because they lead to not predicting a storm that eventually claimed the life of her husband. Gary Brown had gone out to the banks in a lobster boat and was washed overboard from the pilothouse last November 22.

History has shown that you can sue the federal government over bad weather forecasting. The catch is that you have to prove they were negligent (thus the broken instruments) and not just bad guessers like everyone else.

Your child thinking of going into the weather? Times being what they are, perhaps you should guide him in the ways of the law.

### Return to Tonga.

In the February Issue, Phil Howe wrote about the vampire bats on the tiny island of Afo and how fellow charterboat crewman 'Baby Louie' protected his neck and precious body fluids with a tire tube. For some reason, possibly low I.Q., we failed to publish a photo of the 'vampire protector'. As catharsis we print it here.



Neither Louis or Phil were satisfied by their brief vacation visit to Tongan waters. To quench their thirst they are, at this very moment, preparing Louis' Hans Christian 43, *Red Hot*, for a return to paradise. May the vampires of paradise stay off your neck.

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A Britton Chance-designed **Golden Wave 48** will be introduced Mid-Summer 1981. This yacht is built and equipped to the same high standards as the Golden Wave 42. Call our offices for further information.

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# LOOSE LIPS

What is it about Hitler? It's been thirty-five years since he supposedly graciously exited his presence from the world. But who'd have known? Every week the tube runs ninety-eight old Nazi movies or screens some new pseudo documentary about what he did with the last three-minutes of his life. Print folks aren't much better. Each week nearly seven billion paperbacks are published which have Hitler as a main character.

The guy must have had a Midas touch, too. Guns, cars, uniforms, and yes, boats, are all valued more highly for having been shot, driven, worn and sailed by him. Yeech!

The business about the boat was brought to our attention by Typesetter Extrodinaire, Terri, in the form of an article from the February 18th Petaluma Argus-Courier Shopping Guide. On page two of that edition Tom Tiede described how one Horace Glass of Jacksonville, Florida, became obsessed with one of Hitler's sailboats.

The particular boat was *Ostwind* (*Eastwind*), an 85-ft. yawl with a 100-ft. mizzen mast, just 5-ft. shorter than what's on the latest *Kialoa*. As explained in a great excerpt from the article, she was to be the first of four boats for Hitler. "When the Nazi Fuhrer was planning to take over the world, he included the world of yacht racing. To this end he ordered the construction of four boats he thought would become the standards of the day." Things didn't turn out too well, however. We all know that Hitler eventually lost, but things were bad even before that. Hitler got seasick when he tried to entertain Eva on the boat and Herman Goering used the boat to plot some air raids on Britain that were notably bricks. And three days after *Ostwind* was launched Hitler invaded Poland, and directed all his thinking to military, and not ocean racing campaigns.

The U.S. Naval Academy got the boat and couldn't use it as a training vessel because it drew more water than there was in the Chesapeake; the next owner poked his eye out with it, and it became a bordello in Miami before someone left it to rot on the IntraCoastal Waterway.

There it was found by its current saviour, Horace Glass, who has spent \$50,000 just tracing its history, and another 100 G's restoring it. He'd like to say that in the nine years he's owned it, the boat has been completely restored. But folks who know 85-ft. wood boats know it couldn't have been put back together for that price. Indeed, the article reports, "The *Ostwind* is still almost derelict. The rudder has been eaten away, the masts are off, the hull is picketed with holes and, too, the ship's complexion has turned grey with age and tribulation."

Glass still thinks the boat is beautiful, but beauty, we can certainly see here, is in the eye of the beholder. The subheadline of the Argus-Courier article read, *Is the Ostwind meant to survive?* The answer is 'no.'

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# OPEN LETTER TO S.S.S.

Several of our members have been informally approached by representatives of your society with reference to your desire to participate in YRA/OYRA singlehanded ocean racing this season. As president of the Association of SingleHanders, and as a regular singlehanded competitor in the ocean, I would like to express my enthusiasm for this idea and to welcome any of you who chose to join the fun. For the last two seasons, I have been disappointed that so few SSS members have shown interest in our racing, and that there have been so many schedule conflicts between OYRA and the SSS events (I would liked to have had the opportunity to race in your events, too).

There does seem to be a little confusion about how your members might go about entering these races, and I'd like to try and clarify the process. In order to race under the aegis of YRA, whether it be in the Bay or the ocean, singlehanded or crewed, one must join YRA and the appropriate Division. For us singlehanders, this means YRA and ASH. To join any division, one must pay a fee, agree to meet minimum equipment standards, and belong to one of the yacht or sailing clubs that support YRA with people and dollars. What do you get for your money? Well, you get 10 regular OYRA races (encompassing 15 racing days, since several "races" are two or three one-day races combined in one weekend), plus the opportunity to race — with or without crew — in many other YRA or yacht club sponsored events during the year. For the OYRA series, on time, finish lines manned by non-sleeping stalwarts who can see in the dark, and you get official results fast (like Monday or Tuesday following a race) from the incomparable Kitty James. You get handicaps generated by an experienced PHRF group who have access to nation-wide performance. This means fair, close racing with no taint of favoritism or mistakes due to inexperience. What don't you get? You don't get hassled to serve your turn in the race committee barrel, or to do any of the other drudgery of putting on good races (unless you should want to help (in that case, you'll be most welcome). A phone call to Kitty at YRA (771-9500) will bring you all the details.

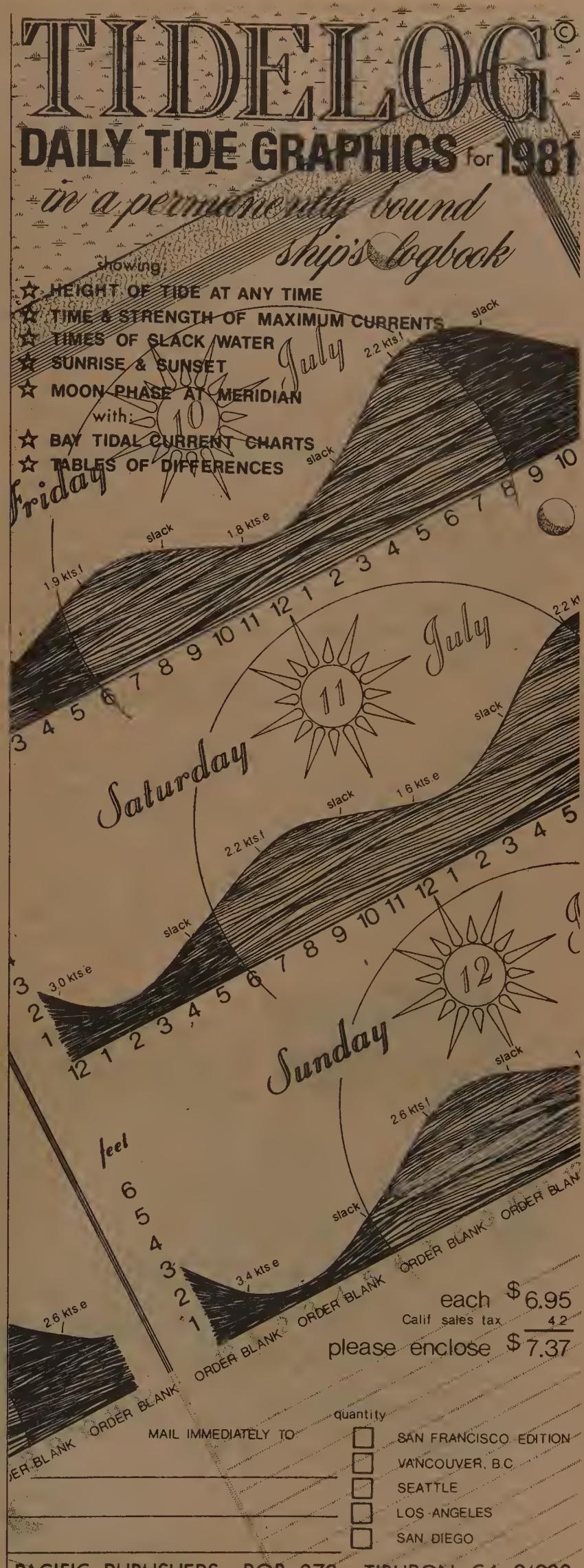
You will notice that nothing in the above list precludes your continuing to be active members of the SSS. In fact, since ASH is strictly a division of OYRA, it offers none of the other good activities that you pursue; we don't feel that we are competing with your TransPac race, social events, training activities or family race/cruises. On the contrary, we are glad that you provide these activities for singlehanders, and suspect that some current ASH racers might like to join in.

Finally, there has been some question of providing a separate start for "doublehanded" boats. We at ASH feel that doublehanded racing is qualitatively different from singlehanded, with different objectives, problems, and requirements so that it falls outside our purview and our bylaws. I submit — unofficially and personally — that MORA's organization does not rule out two-handed crews, and that they might well be delighted with an infusion of new boats and skippers. If a sufficient number of boats were entered, a separate trophy (or even a separate sheet) might well be provided.

I hope that we will see some (or all) of you out there this year; I think you'll enjoy the races. If any of you would like to talk about details, please call me at (415) 422-5221 (days) or (415) 455-1026 (most evenings).

Respectfully  
Jim Cate  
President,

Association of SingleHanders



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# SIGHTINGS

## sailing for singles

If you are single (or at least behave like you are), and would like to 1.) sail, and 2.) meet other eligible singles, you might just want to join Sailing for Singles. The first meeting of the group — it's brand new — will be 7:30 p.m. March 17th at the Following Seas Restaurant on Pier 39 in San Francisco. Call John Bray at 865-7500 for further information.

You certainly don't have to own a boat to join, but owners who do have boats and make them available will be credited with 'merits'. Exactly what these merits are, we don't know, but you might want to wander down to the Following Seas to find out.

## south bay seamanship

The Coast Guard Auxiliary will conduct a free course in sailing and seamanship at Los Altos High School, Room P-8 beginning March 24th. The class runs each week on Tuesday and Thursday evenings from 7 to 9 for six weeks and will cover boat handling, charting, seamanship, rules of the road, legal requirements, and sailing.

All classes are open to everyone; for more information call Mitch at (415) 961-2875.

## nautical almanacs

Recently we received review copies of two new nautical almanacs; both of them are very helpful and we'd like to recommend them.

The first is the *1981 Pacific Boating Almanac*, which has been published by Western Marine Enterprises for some 17 years now. The almanac is actually three separate volumes, dividing the west coast into thirds as it were: Southern California, Arizona and Baja is one; Northern California, and Nevada is another; Oregon, Washington, British Columbia and Alaska is the third.

What's the *Pacific Boating Almanac* good for? Say you're sailing around the Channel Islands and want to come into Oxnard's Channel Island Harbor,



a spot you've never been to before. You whip open your Southern California, Arizona and Baja Almanac to page 200 and find a great aerial photo of the harbor entrance. On page 201 they give you a quick general rundown of

con't. on next sightings page

## imagination



Opening Day, sponsored by the Pacific Inter-Club Yacht Association, is April 26 this year. May it and Spring weather rapidly be upon us!

Each year there is a theme for Opening Day's decorated boats; the theme for this year is "Imagination". In the flyer announcing Opening Day, the PICYA sent this illustration to depict "Imagination". Frankly, it looks to have far less to do with yachting than it does with ordinary, good ol' lust.

It does, however, remind us of what Walter Cronkite's wife said about him in a recent interview. We don't have the exact words, but the gist of it was that all along Walter has day-dreamed and imagined about how he would someday retire with a 50-ft. boat and a 21-year old woman. Unfor-

## the deadline

If you want to race ODCA (One-Design Classes Association), HDA (Handicap Divisions Association) IOR (International Offshore Rule) in the bay, or OYRA (Ocean Yacht Racings Association — either under IOR or PHRF) the deadline for repeat entries is March 20th. Postmarks of March 19th will be accepted. What happens if you're late? Late entries are assigned a late charge of \$12.50, and if you're late and think you can weasel your way around Kitty James for the

# SIGHTINGS

## nautical almanacs — con't.

tunately, the newcaster's wife reports, he's ended up with a 21-ft. boat and a 50-year old wife. Ho, ho, ho.

Actually, Walter has a Westsail 42 and is



probably deliriously happy not to be married to some young bimbo.

is march 19th

late fee, you've got another thought coming.

New entries for any of the above classifications are not under the same deadline. A new entry simply must be signed up on the Monday prior to the first race he/she/they wish to participate in. This of course assumes you have a valid PHRF and/or IOR certificate on file.

So don't forget, it's March 20th for folks signing up again, and the Monday prior to the first race for you new folks.

the harbor (it has 1800 berths); the channel (it's 18-ft. in the entrance channel although north and east of the breakwater are sand traps); supplies (diesel, gas, food); repairs (marine yard for hull and engine repairs up to 100 tons). After this general rundown they get specific; listing 39 companies in the harbor doing businesses of interest to yachtmen, adding the 9 local restaurants. Besides all this good junk, there are tide tables, current charts, compass headings to popular destinations from most ports, a list of radio beacons, and just about everything you'd ever want to know about different areas.

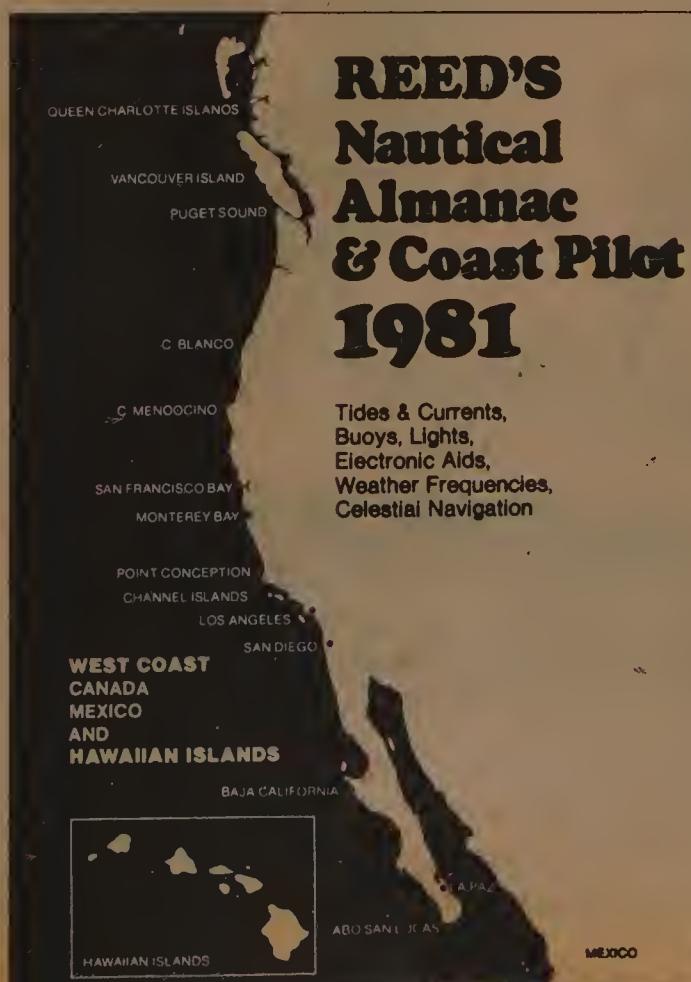
What do we like best about the *Pacific Boating Almanac*? The aerial photographs of the popular marinas and anchorages. They give you a great — terrific! — lay-of-the-land for places you've never been before, and the aerial shots of the delta are particularly good, as are those of the anchorages at the Channel Islands.

At \$6.95 a shot, we feel each of these three 400-page plus volumes represent a terrific value for the wandering yachtie. As a special bonus, most of the important material remains the same for years, so you only have to buy them every now and again.

The second almanac we got to review is *Reed's Nautical Almanac and Coast Pilot*. This is the first west coast effort for them (Queen Charlotte Islands to Salina Cruz), after they've published an equivalent volume for England's yachties for some fifty-years.

Some of the stuff duplicates that which appears in the *Pacific Boating Almanacs*: Tide tables, list of radio beacons, light lists, marine radio frequencies, and that kind of stuff. Then there is a whole ton of information that is not necessarily of interest to just the west coast sailor. Explanations of the tides, lessons in coast piloting, seamanship, rescue techniques, and all kinds of garbage you don't even want to know: i.e.: That June 10th is the birthday of the Duke of Edinburgh; that bomvas de achique de sentina means bilge pump in Spanish; that frontogenesis is the marked intensification of a front; and the like. In fact, if there's one thing we have against the *Reed's* volume, is that they have so much material that we don't really care to know that it sometimes interferes with trying to find something important.

That's not to say we don't like it. We keep it in the 'library' and enjoy reading little bits several times a day. The *Reed's* volume goes for \$15.95, and you can use it effectively for several years without having to buy a new one. Both almanacs are available at most marine stores all along the west coast. If you're on a budget, *Reed's* would be more useful on long ocean passages. *The Pacific Boating Almanac's* for harbor-hopping.



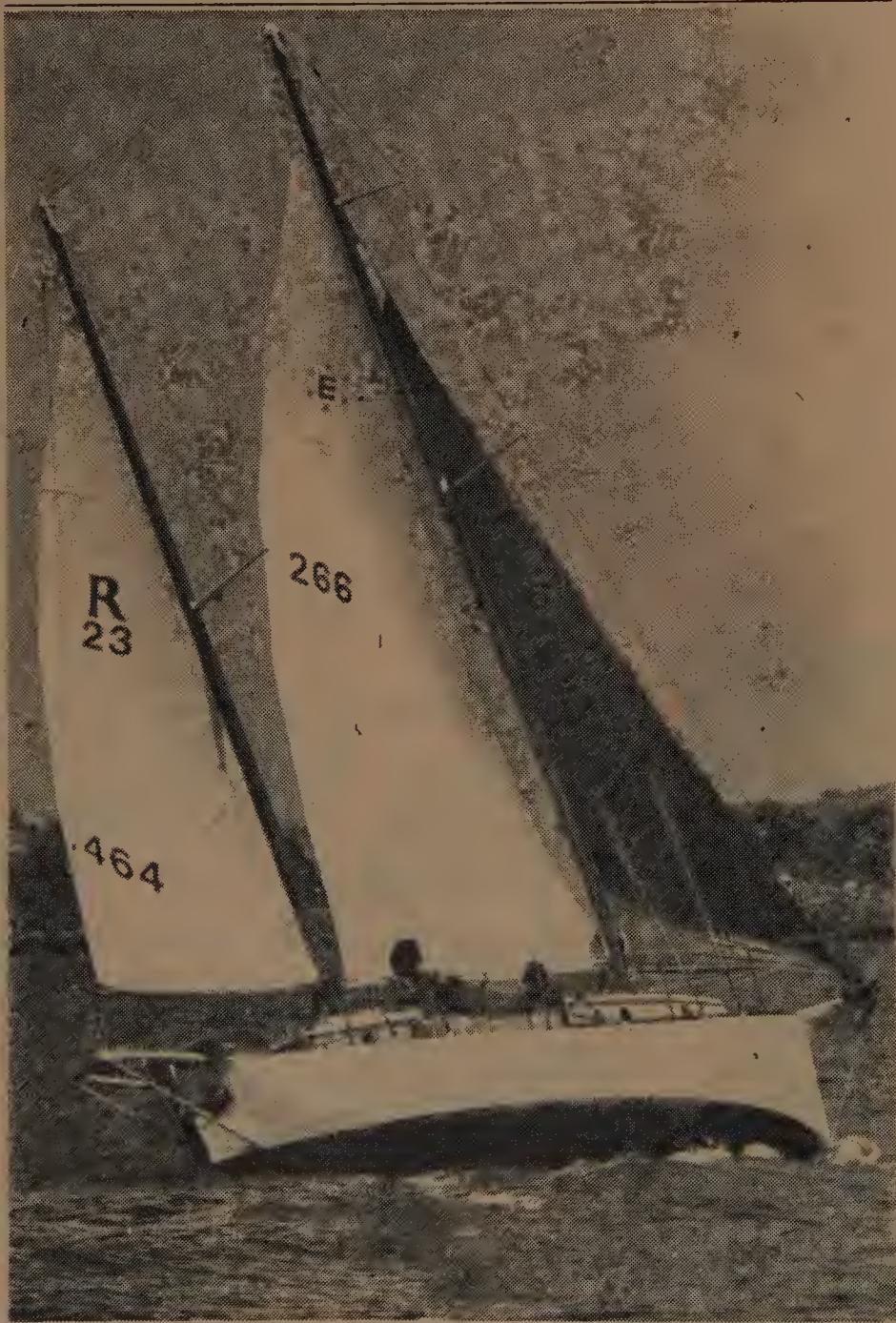
# SIGHTINGS

## sail sales

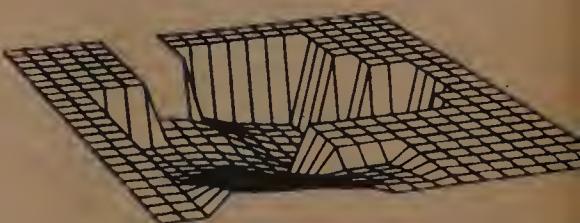
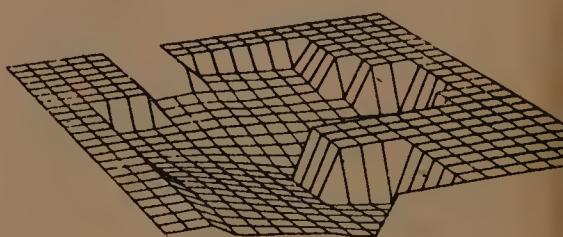
What do you do with your old mainsail when you buy a new one? Put it in the forepeak where it pushes the bow down with useless weight? Maybe toss it in the corner of the garage with the leaves from last year so they can rot in unison.

Then again, you might be one of the few people who could use a few bucks to offset the cost of the new main and sell it. People do buy used sails, you know, even if they don't have the same size boat. Last year coming back from the delta we saw this ketch near Red Rock, flying an old Pearson Ensign main as its main, and a cut down Ranger 23 main as a mizzen — and that boat is clearly neither one of those.

So how does one go about selling used sails. You can try your local



sailmaker; you can try one of the speciality companies that sells only used sails; or, of course, you could always try a 'Classy Classified' ad in the back of *Latitude 38*. They work, you know.



## latitude 38

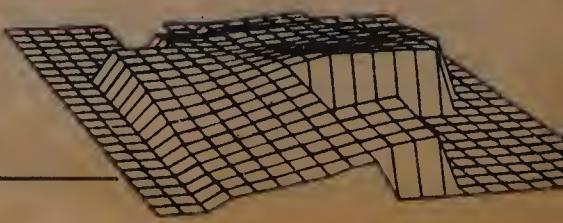
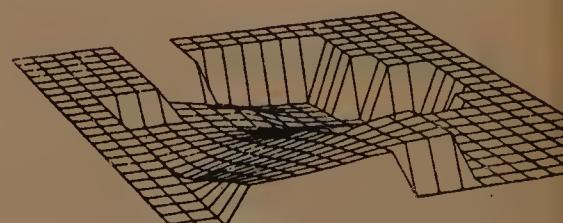
This month's quiz is special and only for a certain class of people. Dumb folks shouldn't take it, neither should you attempt it if you're of the average intelligence or above average intelligence category. This quiz is for 'know-it-alls' only!! If you are not a bona-fide know-it-all, do not take this quiz.

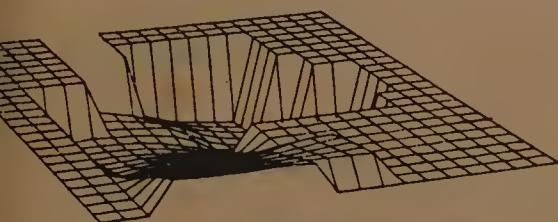
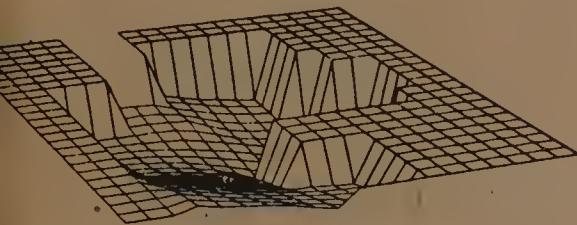
The Quiz: What do these eight illustrations represent?

Come on brilliant-shining-star, no stumbling around, what do they represent?

Tell you what, know-it-all, we'll give you a hint. It doesn't have anything to do with chicken wire.

You still don't know, do you former know-it-all. No, you don't!





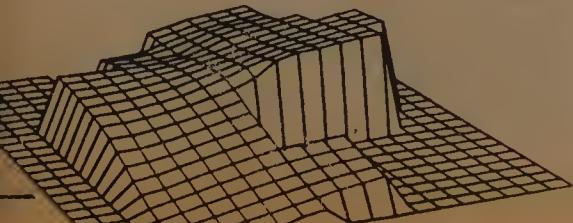
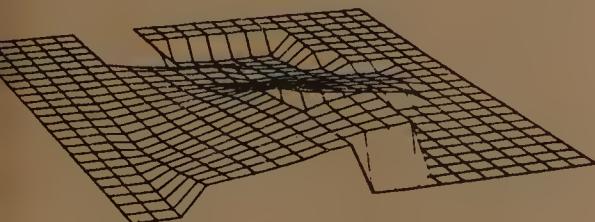
## sailing quiz

The top four figures are "Perspective Views of the M<sub>2</sub> sea surface of the Irish Sea at four, five, six, and seven lunar hours after high water at Liverpool."

The bottom four figures are "Perspective views of the M<sub>2</sub> sea surface of the Irish Sea at eight, nine, ten, and eleven hours after high water at Liverpool."

Actually, we don't really understand what that means, but that's okay, because we don't know-it-all. We do think the patterns are pretty neat, though.

This know-it-all eliminator has been brought to you as a public service by the sailors of Contra Costa County. We thank you.



## ketchikan if you can

Apparently there is no stopping the Sausalito to Ketchikan Race slated this June by the Sausalito Cruising Club and the Ketchikan YC. Since the initial announcement has gone out for interested mono and multi hulls over 24-ft., 24 applications have been sent out. When it's all said and done, race officials



expect to have about 10 or 12 entries actually sail the race; apparently several of them will be Canadians now in Baja on a northward trek home.

The race will use PHRF handicaps, require a minimum crew of three, and allow self-steering devices. As such, many of the early entries are from performance cruisers like Valiant 40's, Rafikis, Hans Christians and the like.

The race fees are a mere \$50, and will have a staggered start in the middle of June. Slowest boats leave first according to their handicap; fastest boats leave last. Ideally the entire fleet would be completing the 1600-mile course about the same time. Assuming a 4.75 knot average, the passage would take two weeks and put the fleet in port in the early days of July and that would be ideal.

On July 4th the City of Ketchikan, we are told, breaks loose in the manner that Tahiti does for Bastille Day. Everyone descends on the town and the place goes nuts.

Speaking of Ketchikan, the city supports the race and the Chamber of Commerce has assured us that facilities, a warm welcome and a trophy dinner will be awaiting the fleet. Winner of the race receives the City of Ketchikan Trophy; all entrants will receive participation plaques.

We've not been given the deadline for entries, but you can get that and complete information by writing Don Goring at 647 Pacific Ave., Alameda, CA 94501. On March 21st movies and slides of the Inland Passage will be shown at the Sausalito Cruising Club, and no doubt the race will also be discussed at that time. There will be a skipper's meeting on May 9th; and, another slide and movie showing on May 17th. Even if you're not planning to race this year, you may want to stop by for some armchair cruising.

What do you do after you get to Ketchikan? Hopefully spend the next month or two cruising down the incomparable Inland Passage and thence back to the good old bay area.

As we see it, this is something of a 'cruise-race' and sounds great; just another in the increasing number of ways for sailors to enjoy their boats. Some folks can do without structured events like this, but most sailors, particularly new ones, find comfort and increased enjoyment in the group approach. If it sounds good to you, why not write Mr. Goring and investigate the opportunity.

# SIGHTINGS

## ewings in eureka?



## prez preposes that yachties pay for c.g.

Our President has said the road to economic recovery is going to be a rough road for everyone, and he didn't leave sailors out. The Reagan administration figures that in four years half of the Coast Guard's non-military budget should be financed through "user fees" levied on commercial and recreational vessels. Fees for commercial vessels could run as high as several thousand dollars a year, and \$10 to \$20 a year for recreational vessels. The first phase of the proposed program would be in 1982 where there would be fees charged for direct administrative services and things like periodic boat inspection, probably neither of which is applicable to state-registered recreational boats.

We know passions are going to flare over this concept and we'll be the first to admit it's a thorny issue. On one hand, we think the President had a valid point in saying yachties should be assessed for some services. If you run out of gas or get stuck in the mud and want the Coast Guard to come and bail you out, you ought to pay for the service, since you're either too foolish or too impatient to take care of yourself. And suppose your boat needs to be inspected for going into charter work; that's a business situation and we'd see no reason why you shouldn't pay for an inspection.

Some of you will claim that you never use the C.G. and therefore shouldn't pay. You don't get stuck in the mud, you don't run out of fuel, you don't do charter work, you don't have a documented boat. Well, maybe you still 'use' the Coast Guard in a sense. Each of us has to admit that we can sail with extra confidence knowing that virtually where ever we wander, there are incredible resources that will spring to our aid if we desperately need help. Unlike many countries, life isn't considered cheap here. Somebody has to pay and there does seem to be a certain logic that yachties should pay for a portion of the resources they use.

But there's another side to the coin. One of Reagan's big themes is to keep the government off individuals backs and to let people be free of government. Well, we'll be damned if setting up a yearly "user fee" and the necessary accompanying decals and licensing and all that crap is a step in that direction. Bad idea.

We'll gladly pay for being towed out of the mud, for getting our boat documented, and for some SAR expenses, but please, no federal licensing or whatever would be involved in collecting "user fees" each year. Anything but that.

## who is the

We'll find out March 28th and 29th when the Gladiator Class holds its National Championship on west San Francisco bay. The Nationals are open to all owners of this Lapworth-designed 24-ft. bay favorite. For complete information give Larry Olsen a call at (415) 632-4042.

## ericson 23

In order to attract new members to the Northern California Ericson 23 Association, brand new Rolls Royces will be given to the first seven new owners who sign up. Just kidding.

But the Ericson 23 Association wants you to know that they've a full slate of boating activities lined up for all present and potential Ericson 23 owners. There will be clinics, cruises, match races, many sailing and social

## more on the

Most folks might assume that the primary appeal of one-design boats is that they can race boat-for-boat without having to resort to handicaps. Fact is, we've sort of lulled ourselves into believing that, at least until Gary Albright sent us the latest issue of the snappy, informative Cal 2-27 News to wake us up.

Reading though the 'News' refreshed our memory to the way most of the one-design classes provide a year's worth of activities for non-racers as well as racers. Just as an example we'll run down the Cal 2-27 calendar for this year, leaving out the 12 ODCA (One-Design Classes Association) races and the 11 other YRA events they are eligible for.

In late February there was a Pot Luck BBQ and fleet meeting at the Richmond YC, with sailing in as an option. April 12 and 19th the fleet will meet at DeWitt's sail loft; one week for 'orientation' for owners who are considering racing (including short practice races with experienced 'advisors' aboard to instruct); another week for a seminar on racing rules.

The warmer weather of May brings an afternoon picnic cruise to Marin's McNear Beach to be followed by a moonlight cruise home. Later in May the fleet is meeting at

## best gladiator

Actually, it would be great if the Cheoy Lee Lion class had their National Championship on the same dates. Then on March 30th we could have a battle royale between — you guessed it — the Lions and the Gladiators!

## roundup

events, and lessons in tuning up Rolls Royces.

The first sailing clinic is April 4th at Estuary Park in Oakland, and will include match racing and a picnic. It starts at 11:00, and you can either sail over in your boat or sail someone else's. Call Pete at 792-4372 or Rol at 799-7296 or Howard at 948-5886 for further information.

## appeal of one-designs

the Sausalito Cruising Club.

July 3 to 5 is the fleet cruise up the delta, a cruise which may last even longer for some. July 18th is an Angel Island cruise, with a picnic on shore and then an overnight raft-up. July 19th — and here's a great idea — the fleet will gather near Pt. Knox to take photos for each other.

August 1st is a fleet meeting. September 5 and 6 is a 'fun' race/cruise to Coyote Point. The 3rd and 4th of October features an ocean cruise up to Drakes Bay with a bonfire on the beach. October 24th is a fleet meeting, and December 31 to January 1st is the 'New Year's Cruise'.

That's a lot of non-racing events, and you can bet your keel bolts that if you participate in just half of them you'd make a lot of great new friends, pick up a great many racing and cruising tips from fellow fleet members, and best of all have a hell of a good year enjoying your boat.

When most of us bought our first boats we didn't know our transom from a turnbuckle, and finding the ins and outs of enjoying a boat on the bay took a little time. A good one-design organization will help you get the full enjoyment potential out of your boat much faster in many cases. So why not sign up?

## master mariner an 'invitational'?

In February we received the first announcement of the 1981 Master Mariner's Race, and one sentence had our eyebrows jumping. It read: "Final regatta selections will be made on an invitational basis." It sounded like the Master Mariner's may have gotten elite, so we gave Race Chairman Robert Cleek a call.

Cleek told us that the word 'invitational' was added so the race committee would have some way of weeding out boats which want to race, but don't really meet the organization's working definition of a qualifying vessel. The criteria for being accepted is that boats must be well-designed, constructed and maintained sailing craft that were built or designed prior to the beginning of World War II or of such design and construction that was practiced before December 7, 1941.

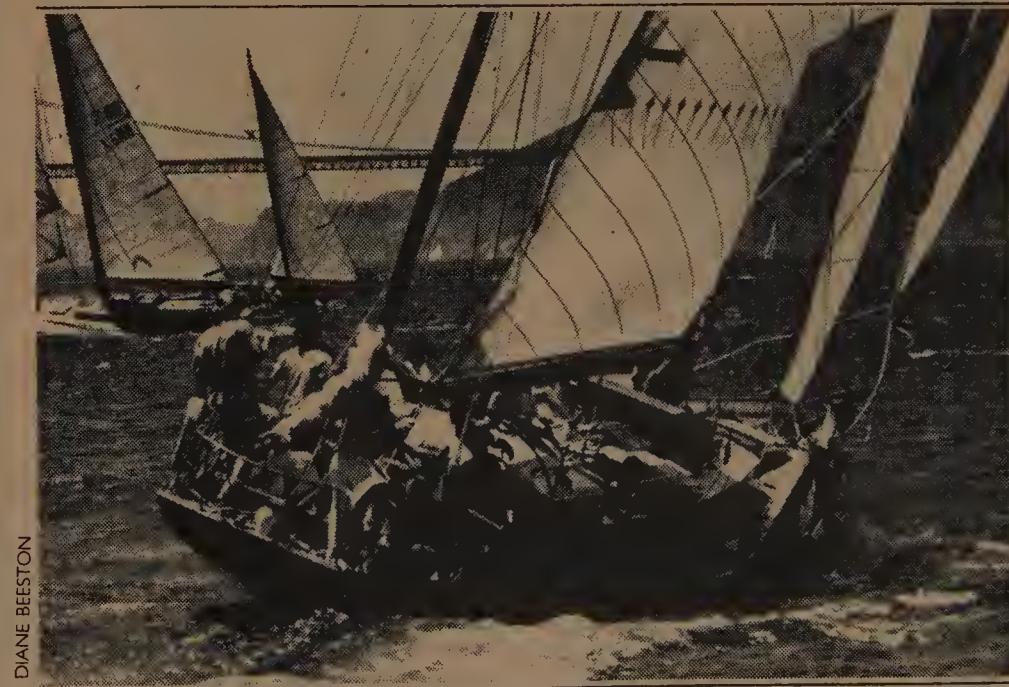
This means that certain boats that have participated or tried to participate in the past won't be 'invited'. This means no ferro cement or cold molded boats — those techniques weren't developed by 1941. Old converted lifeboats won't be invited either; they weren't designed as sailing craft.

Naturally there are some borderline cases. Cleek told us that some folks with Lapworth-designed full keel wood boats wanted to be entries, and after some discussion were allowed to race. This naturally brought the owners of Lapworth-designed wood boats with fin keels trying to gain entry status; a line had to be drawn somewhere, and because of the 'modern' fin keel they weren't allowed.

That folks, is the invitational part.

The Master Mariner's Regatta has a 120-year old heritage that will be revived again on Sunday, May 24th. Last year there was a record one hundred-eight boats that raced to commemorate National Maritime Week and pay tribute to the merchant marine. This year, with announcements going out early, there may be as many as one hundred-fifty boats requesting an invitation. Also because of the early announcement, race officials anticipate a greater showing of boats visiting from up north and down south.

There was a time just a couple of years ago when the Master Mariner's post-race crowd was one of the wildest in the area. After one infamous award's bash — debacle that caused \$10,000 damage to a Tiburon restaurant — nobody would have them. Fortunately things have cooled out a



DIANE BEESTON

bit and the seemingly resurgent Encinal YC in Alameda will be hosting a party for the fleet after the race. As we understand it, the yacht club will also be

con't. on next sightings page

# SIGHTINGS

ancient mariner's

## master mariner's — con't.

the finish line and thus there should be a hell of a parade of classic yachts down the Oakland Estuary.

So what should you do if you want to get your pre-1941 sailboat invited? You should write Robert Cleek at 19 Bolinas Road, Fairfax, CA 94930, and do it today. Deadline for applications to be accepted is April 30th, and you don't want to be left out.

All other questions about the event should be directed to Michael Dobrin, whose public relations firm is both attracting new entries from distant areas and drawing national attention to this second oldest of United States maritime competitions. Mike Dobrin can be reached at 655-4033.

## more moitessier

Many thanks for the very good presentation of my interview in *Latitude 38*, January. Real neat job, congratulations to Frank DiMarco and to you.

As you probably know from Chris Kafitz of the Berkeley Yacht Club, she could get more than 600 people attending to my film lecturing in 3 consecutive evenings (more than 200 people per evening.) This result was due to the interview and to the advertising about these lectures in *Latitude 38*.

For the next issue of *Latitude 38*, it would be a big help if you would let it be known the dates and information of my next main lectures:

March 5: at Marin Community School (Camino Alto & Sycamore), Mill Valley, 7 P.M. (Phone: (415) 383-1233).

March 19: at Lobero Theater, Santa Barbara (Southern California), 7 P.M. (Phone: (805) 644-5827).

March 31: at the Jewish Community Center in San Francisco, 8 P.M., 3200 California Street (corner Presidio) (Phone: (415) 346-6040).

April 28: at the College of Marin, (Olney Hall, on College Avenue, Kentfield) 8 P.M.

Kind regards, Bernard Moitessier

## doublehanded farallones

Springtime at the Farallones is usually a breezy affair, and sailors headed that way generally hope for lighter than average winds. In both the singlehanded and doublehanded Farallones races last year too many folks must have been praying for light air because there was hardly any breeze at all. This year it's bound to be different, probably blow a gale at least.

Last month we announced the Singlehanded Sailing Society's Singlehanded Farallones Race will be on April 18th, the day before Easter. We're now prepared to tell you that BAMA (Bay Area Multihull Association) will hold the Doublehanded Farallones Race on April 25th, the day before Opening Day. Last year the doublehanded race had 80 entries including a chartered *Merlin*, and we anticipate there will be at least that many this year.

Accordingly, there will be four divisions. One for multihulls; one for ultralight mono-hulls; one for mono-hulls over 160 PHRF; and the fourth division for mono-hulls under 160 PHRF. Time limit will be 1000 the following day, which because of the tides, should be easy, if there is any wind at all. The 0930 start will be just an hour and a half after a 3.4 maximum ebb; when the boats should start returning in the late afternoon, it will be slack at 1848 followed by a maximum ebb of only 1.5 at 2040.

Questions, comments, and appeals for entry forms should be submitted to Sam Weeks, 1631 Mountain Blvd., Oakland, CA 94611. If you've got a phone, you can call him at (415) 547-2037 between 5:30 and 9:00 p.m. There will be a Skipper's Meeting on April 22nd at 8:00 p.m. at the Oakland Metro YC in Jack London Square. See you there.

Plans for the second Ancient Mariners Sailing Society's San Diego to Maui TransPac are well underway. The race is co-sponsored by the Lahaina YC, who will have harbor slips and club facilities ready and waiting for arrivals on a 24-hour basis. Race awards will be presented on the *Carthaginia*, a whaling ship replica in the Lahaina Harbor.

The June 21st San Diego start, however, promises to be a real shackle snapper. The expected fleet of 20 to 30 boats will be at anchor off Shelter Island beach with sails furled. At noon the San Diego Cannoneers (who aren't a terrorist group) will interrupt the dixieland band by firing their authentic black powder naval guns to get the race underway. The fleet then will be accompanied out of San Diego bay by the 70 to 80 other classic yachts which have gathered for the Seventh Annual Yesteryear Regatta that weekend.



DIANE BEESTON

As of January 20th, there were already 10 entries, all of whom met the Ancient Mariner's requirement of being designed prior to 1950. Some are familiar names:

## maui transpac

Jada, a 62-ft. Judson Kelley yawl; Spike Africa, a 62-ft. Bob Sloan-designed 'coaster-type' schooner which will be carrying 14 tons of cruising equipment for the L.A. to Honolulu TransPac'ers who will leave two weeks later; Diana, a 60-ft. Cox & Stephens schooner; Rose of Sharon, a 55-ft. Sterling Burgess schooner; Pacificia, a 49-ft. S&S yawl which won the first Ancient Mariner's TransPac in 13 days, 12 hours, and 10 minutes back in 1978.

Other entries are Cybelle, a 49-ft. Alden ketch; Helaine, a 43-ft. Stone cutter; Scrimshaw, a 42-ft. Block Island Cowhorn; Stepchild, a 36-ft. Angleman ketch; and Sea Sharp, a 32-ft. Winslow ketch.

The 1978 race was a pleasure for the 12 boats that participated, several of whom continued on to the south seas. The Ancient Mariner's would love to have some northern California entries, so if you have a boat



designed prior to 1950, and want to sail to Hawaii, give John Frost, the public relations official a call at (714) 223-3309.

## the 'fireboy' and the lady

Convenience Marine Products, Inc. of Grand Rapids, Michigan made the mistake of sending us the following press release and photograph. As you can see, it's a photo of an irregularly-clad young lady holding the latest 'Fireboy' Halon 1301, which is termed as the "almost miracle extinguishant".

That's some quote. We'd always figured miracles were like being pregnant: either that was the case or it wasn't, with no 'almosts' about it.

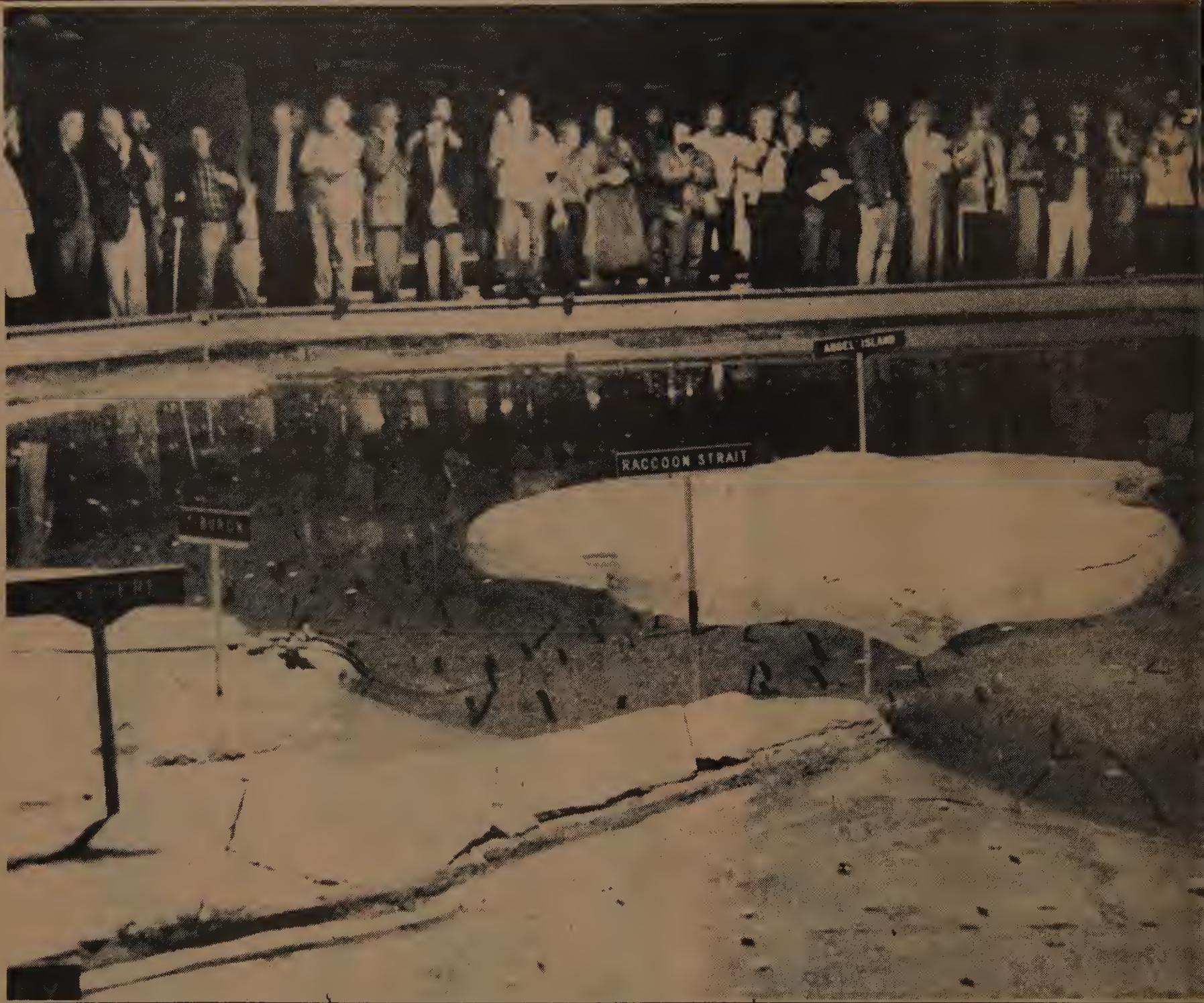
Of course, this curiosity pales in the face of the creation of a new addition, 'extinguishant', to our lexicon. Similarly, we suppose, yacht racer becomes 'yacht racant', buoy tender becomes 'buoy tendant', and smelly power-



boaters becomes 'smelly powerboatant'. Mind you, we're not picky about language the way John Simon is, but twisting English for commercial purposes has always hurt our pride.

Best of all, however, is the way the young lady holds the 'extinguishant'. The loving and possessive manner in which she lifts the little 'Fireboy' makes you think she conceived the crazy thing. Probably after a burning hot date with a 'Fireman'. Ho, ho, ho.

Actually, we've heard some pretty good reports about these Halon 1301 products, and understand that some insurance companies will give you breaks on your rate if you have them installed. Most marine stores will be able to help you.



## in-the-water boats shows in april

Now that Spring is starting to ponder the thought of springing, it's time for the in-the-water boatshows and time for you to buy a boat. We're serious. After the shows there are only a couple of weeks to April 26th, Opening Day, and if you wait too long to buy you'll scarcely get to have time to load all the Opening Day chow aboard. So mark these important dates on your calendar.

### Newport Harbor In-The-Water Show

This is a bit of a neurotic show, so be on your toes. April 1st through the 5th, it's a sailboat show with attractive, gregarious people, and great looking boats. However, on the 8th through the 12th, it's somehow transformed into a — heaven forbid! — powerboat show!! To each their own we suppose, but we just don't know about these powerboats. For instance, the queen of the Show is the JJ 75, a 75-ft. production sportfisher that goes for \$1.2 million — and it doesn't even have one mast. Can you imagine?

Special for the Newport Show is the 'Hot Boats for '81' which will include such sweethearts as a Santa Cruz 50, winner of the Mazatlan Race; a Serendipity 43, winner of both the 1980 and 1981 S.O.R.C.; Mike Kane's TransPac winning tri, Crusader; and others. Naturally the boats from most of

con't. on next sightings page

## godzillas to

The photograph appears to be that of one hundred Godzillas disguised as humans about to wade through San Francisco bay, but it's not really. These are just the folks at the last Metropolitan Oakland YC Mid-Winter Racing Seminar with Hank Easom, a seminar that was held at the Army Corps of Engineers Bay and Delta Model in Sausalito.

Although the model is huge, you'd be surprised how small the bay proper is relative to the rest of your happy sailing grounds. The action of the tides depicted by the model is a bit disconcerting. The model depicts an average twenty-four hours period of the tides in just fourteen minutes; we walked in thirty-three and fresh and left feeling forty-two and tired. Whew!

There's no way we can even approximate what you can see at this model, but it really is



## attack bay?

fascinating. The location of the 'cone' of Alcatraz comes alive as does the back eddy at Baker Beach and the Bonita Channel. The early emptying of the south bay that Max Ebb once wrote about was so much more comprehensible as was the reversing tides on the shore. Heck, we're not going to even try and describe all the things it reveals, but we will recommend you stop by there and have a look. Make sure, however, you phone ahead to find out when it will be operating. Their number is (415) 332-3870.

One tip from Hank on how to tell flooding water from ebbing water. Water ebbing from the delta and bay shallows is invariably darker and more brown in color. The rest of what he said is 'secret' information to be used only by those who paid \$4 to attend this final seminar.

## in-the-water — con't.

the major manufacturers as well as the latest in navigation and electronic gear.

### *The San Francisco In-The-Water Boat Show*

This show will be held April 3-12 at Mariner Square in Alameda. There'll be hundreds of boats on exhibit as well as numerous land exhibits and trailerable boats.

Interesting new boats will include the 26-ft. mahogany Alerion, a copy of the boat Nathaniel Herreshoff designed and built for his own use sixty-eight years ago. There'll be a new J-36, a Santa Cruz 50, an ultra-light Hunter 54, and a whole flotilla of other performance boats.

Cruising boats will also abound, including the huge new Pearson 530 and the Hans Christian Pilot House 44.

Special guests of the show will include designers Lyle Hess, Tom Wylie, Bill Lee, Ted Brewer and sailmaker Peter Sutter. There'll also be free sailboat rides and a water demonstration of the "thrilling new Suff-Jet", presumably another of the new jet-skis that are the scourge of peace-loving people around the world.

Discount tickets are available in most marine stores and probably in this very issue of *Latitude 38*. Better check.

Show hours are weekdays from 11:30 to 6:00 and weekends from 10:00



to 6:00, and as always weekdays are your best opportunity for serious shopping. Return passes, good for the entire show, are available for \$1.00. Remember the dates — April 3-12 at Mariner Square in Alameda.

# SIGHTINGS

## estuarial — and other — delights

The Oakland and Encinal Yacht Clubs are pleased to be the sponsors of the Twilight Association races again this year. The Friday night series have become a tradition on the Oakland Estuary, drawing fun-loving competitors from far corners of the bay. They offer a pleasant evening sail with a touch of competition. For many participants who enjoy the low-key relaxed form of Estuary racing, this is the whole season.

The season is divided into two parts, each with its own trophies, plaques and awards dinners. There will be several PHRF classes for both spinnaker and non-spinnaker equipped boats. In addition, some one-design classes will be offered.

It all starts at 1830, May 15, '81; so send your entry forms when they get to your favorite marine store or yacht club (or call a sponsoring club for locations). The fee is \$15 for each series. All of the details should be worked out and the form available by March 1st. You do not have to be a member of a yacht club to participate.

The race dates are: First Series: May 15, May 29, June 12, June 26, and July 10. Second Series: July 31, August 14, August 28, September 11, and September 25.

We called around to see what the other club's have planned for night racing this year. Up in Vallejo, Wednesday evening races begin with Daylight Savings Time. There are no entry fees, but you must belong to a yacht club. Call Pat Lane at (707) 552-9409 for details.

The Corinthian Yacht Club in Tiburon starts their Friday evening series in mid-May and it costs \$12 to enter. Specific details are still to come.

The Sausalito YC will have Tuesday night series races on the first and third Tuesday nights from May to September. Racing however "primarily for Sausalito YC members" although 'outside' one-designs will be allowed if a club member has already signed up to race his. (Or hers).

Down in Santa Cruz everyone races every Wednesday night starting in mid-March (depending on the harbor entrance) and they do it for free. There are no trophies and it's very casual, but fifty to sixty boats usually race. Lots of people with boats are looking for crew on these races, so show up at the west side at 5 o'clock with a six-pack and you'll surely get a ride.

The Sausalito Cruising Club has a Friday night series that usually runs about \$10 and is usually open to all. Details still to come, but bar, dinner & bring your own meat to BBQ are usually standard.

The Golden Gate YC in San Francisco has a Wednesday and also a Friday night series on the City Front. Details to come on that one.

If we've missed your club or group's evening series, drop us a message with the information so we can print it in the next issue. May the moon always shine bright on your helmsperson.

## nautical science course announcement

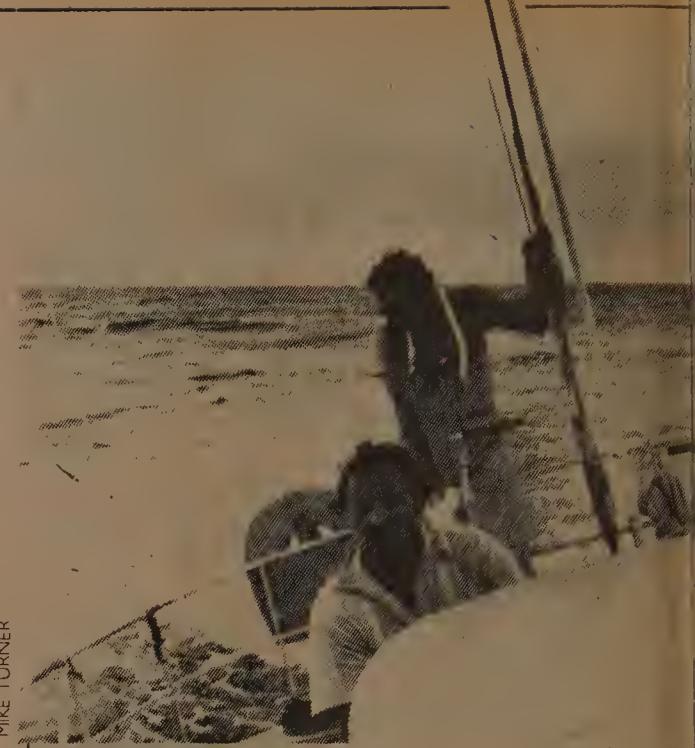
Register at the College of Alameda and enroll in Nautical Science courses now for the Spring Quarter. Call the registrar at 522-7221.

A brand-new course, being offered for the first time, is *Oceanography for Mariners*. This will include topics about the sea of interest to the small-boat voyager such as waves, currents, harbors and shorelines, coral reefs and dangerous marine life.

*Seamanship* at the College of Alameda is "everything you want to know about boats and sailing" after you know how to sail: what you ought to know before you head out the Golden Gate. The course includes two field trips on the water, on Saturdays.

For beginning navigators there is a course in *Coastal Piloting*. For advanced

con't. on next sightings page



MIKE TURNER

## circuit

The most competitive S.O.R.C. (Southern Ocean Racing Circuit) in history ended on the last day in February, and it was again a hopped-up production boat that ran away from the custom designs to take honors.

A talented crew lead by Berkeley helmsman Tom Blackaller sailed the 43-ft. *Louisiana Crude* — jokingly named after the crew's manners — to overall honors in a nearly one hundred boat fleet. *Crude* is a Serendipity 43, Peterson designs which are now being built in San Rafael; a sistership, *Acadia*, grabbed up the overall honors last year.

The new *Acadia*, a 40-ft. Frers design, took second overall this year; *Williwaw*, a Peterson 48 driven by Dennis Connor was third; *Intuition*, a Peterson 43 made of a riveted aluminum hull was fourth; and *Locurax*, a Mark Soveral design with a skyscraper fractional rig, was fifth.

Local boats entered were Irving Loube's Frers 43, *Bravura*; and *Leading Lady*, a Peterson Two Ton under charter to Kent 'Mudcat' Massey. The Steve Taft-driven *Bravura* took second in a very stiff Class B and twelfth in fleet. *Leading Lady*, suffering from first-time circuit blues, was twelfth in Class B and twenty-fifth in fleet.

It was a pretty windy series, with half a dozen boats losing their sticks in the Lauderdale Race and another two lost on the rocks near Rebecca Shoals; *Boomerang*, a Class A boat, lost its stick and rather than abandon the remainder of the series, chartered *Kialoa III* for the last two races and turned in creditable performances. T-shirts made up for the two races read 'Boomaloa'.



Conn Findlay and Chris Boome on Windward Passage.

## shorts

Two popular California sailors suffered significant injuries in the series. Jovial Dick Deaver had a winch back up on him, knocking out all his teeth and putting him into the hospital with a broken jaw and a concussion. The one of mankind's notable clothes horses', navigator Ben Mitchell, lost a finger on *Bravura* when he put his hand on the main traveler track and the boat gybed.

A U.S. Admiral's Cup team was selected from the racing, a team Steve Taft feels may be suffering from 'mish-mash'. Boats selected were the Frers 40, *Acadia*; the Peterson 48, *Williwaw*; and the Frers 45, *Scaramouche*. Top boat *Louisiana Crude* would have been an obvious good choice, but she was immediately purchased by a Swede with a big checkbook.

Small boats usually do well in the Admiral's Cup, and the low-rating well-sailed *Acadia* should do well. *Williwaw* is not an ideal selection because she's really too big to perform well in England, but she was so fast and so well-sailed that she couldn't be kept off the team. The last boat, *Scaramouche*, was a controversial choice. Partly because of losing her mast she didn't do well in the standings, and she was chosen on the basis of her potential; the fact that her owner is on the selection committee might have been a possible factor, also. Thus bumped was *Stars & Stripes*, a fast boat superbly sailed by Dave Ullman.

So the U.S. will be hitting the Solent with a big boat, a middle-sized boat, and a little boat. This 'neither fish nor fowl' fleet looks to assure a mediocre placing.

More on the Circuit next month.

## nauty-sci — con't.

ed navigators who already know all about celestial navigation by observations of the sun, there is *Celestial Navigation II*. A vicarious cruise to Hawaii is the occasion for learning all about star, planet and moon observations. Previously competent navigators who want to sharpen their technique in preparation for a summer cruise will find this course just what they need.

Classes begin the first week of April and early enrollment is advised. Evenings for the classes are Monday/Wednesday for Coastal Piloting, Tuesday for Oceanography and Celestial Navigation, Thursday for Seamanship.

For further information call the registrar, or Peter Jowise at the college located at 555 Atlantic Avenue, Alameda.

## it's about time we went around the world

The famous Whitbread Around-the-World Race departs Portsmouth, England on August 29 of this year, and we can happily announce that there will finally be an American entry in this gear-busting, bone-breaking, enduro.

The owner, skipper, and navigator of the American entry will be Mr. Neil Bergt of Anchorage, Alaska and Rancho Santa Fe, California. Mr. Bergt is, as they say, big in Alaska. There's oil, gas, Alaska International Airlines, and many other interests. Apparently he decided he wanted to get into yachting, and since he likes to go into things in a big way, he chose the Around-The-World Race.

His entry will be called *Alaskan Eagle*, a name with a trace of regionalism to it. There was no time to build a completely new boat, so *Alaskan Eagle* will be using the shell of a previous Around-The-World winner, the Swan 65, *Flyer*. Made of aluminum, the renowned Huisman Yard of Holland is now completely re-doing her, including a new sloop rig.

Project manager and sailing master will be Mike Farely of Honolulu; he has been the pro on *Blackfin*, *Hawkeye*, and a host of other fine boats. The rest of the crew will be selected by April 1. According to the latest press release, "Mr. Bergt and his team will follow a hard line, aggressive, American approach to prepare properly for the best and the worst; and assemble the best boat, crew, and gear available in the world today."

As for us, we're damned happy the U.S. finally has a yachtsman/adventurer willing to pony up for such an effort, and wish him the best of luck.

For those who aren't familiar with it, the Around-The-World Race is organized and conducted by the Royal Naval Sailing Association and sponsored by England's Whitbread Brewery. It is sailed under IOR rules.

The race starts in Portsmouth, England, and like a horse, has four legs. The first is to Capetown, South Africa; thence to Auckland, New Zealand; thence to Mar Del Plata, Argentina. The fourth and final leg brings them back to Portsmouth from Argentina. There are moderate layovers in each port, and the race should be concluded by March of 1982.

The race has been held twice before. The first was in 73-74 when Mexico's *Sayula* bested 13 other entries. It was a brutal race and several crewmen were lost overboard in ferocious southern seas. Many of you may have seen the movie.

In 78-79 there were sixteen entries and fortunately no deaths. The race was won by *Flyer* of Holland, the shell of which will become the foundation of *Alaskan Eagle*.

This year's race is anticipated to draw some 28 to 30 entries and is certain to be the most competitive ever. Several of the boats are already tuning up in the S.O.R.C. and will be doing so right up until the start next fall. In future issues we'll be keeping you posted on this most provocative of races, and hope to have an interview with Mr. Bergt. Be with us, won't you?

# SIGHTINGS

That, we are told, freely translates to the Twenty-Eighth Bullship Race, the wild and whacky race of the El Toros from Sausalito across the bay to San Francisco. As expected, the race will again be held this year, on April 25th, with the deadline for signing up being April 4th.

The popular race costs a mere \$15 and entry forms can be obtained from Sr. Howard Robinson, ABRA Registrador, P.O. Box 487, San Leandro, CA 94577. But be warned, the race is open to the first one hundred entrants only, so get your application in the mail now!

There will also be a pre-race dinner and party at the Berkeley YC on Friday, April 17th; the cost is \$4.50, and it all starts at 6:30 p.m. Included in the evening will be the traditional auction of the bulls — so bring money!



## b.a.m.i. spring classes

The Bay Area Marine Institute of San Francisco will begin its Spring session of continuing education classes on April 6, 1981.

Courses include: *Basic and Intermediate Sailing; Celestial Navigation; Advanced Topics in Celestial Navigation; Basic Marine Electricity for Boats; Fiberglass Repairs and Construction; Fundamentals of Boatbuilding; Gas and Diesel Mechanics; Lofting; Marine Surveying; Marlinspike Seamanship; Piloting and Coastal Navigation; Rules of Yacht Racing; and Coast Guard Operator's License Review.*

Tuition fees range from \$40 to \$180 depending on the course. Information, course outlines and enrollment forms can be obtained by calling the Bay Area Marine Institute at (415) 552-4500.

## the fred sampson santa cruz update

What goes on in this muddy photo below? Fred writes: "Bill Lee prepares Merlin for measurement to qualify for the TransPac. Here he is loading blocks of "unattainium", a highly specialized material used to make boats



more safe as deemed by the goofs at the TransPac YC. 'Safety tanks' were

con't. on next sightings page

## el año vigesimo-octavo gran concurso barco-toro

## tune up races

If you missed the Encinal YC's first "Tune-Up Race" on February 21st, you've still got two more chances. There will also be races on March 21st and April 18th, which like the first, will be held off the Naval Air Station.

## lido, laser

Encinal Yacht Club in Alameda is also sponsoring an "Encinal Spring Series" for El Toro, Lido, F.J. and Laser Classes. The series will consist of four race days with two races per day.

## kick off

The racing season is here! You can tell because March 14 is the date of northern California's traditional opener, the Ano Nuevo Race. The race, from Monterey to Ano Nuevo Point and back is sponsored by the Monterey Peninsula YC and regularly draws a big crowd of IOR and PHRF boats from both San Francisco and Monterey Bays.

Entry fee is \$25 and if you want to race,

## first friday

The Berkeley YC's first 'Friday Nite Flick' of the year was a big success; over 700 folks showed up for three in-person narrations by Bernard Moitessier of his film, *The Long Way*. Shed not a tear if you missed that first flick, for more are on the way.

March 6 — halfway to the ides — will bring the screening of Sports Bloopers and the 1972 Sydney to Hobart Racé featuring Ted Turner on *American Eagle*.

Then the night after the night after April Fool's night — that would make it the third — will be a movie on the 1977 Star World's Championships in Kiel Germany. For you powerboaters, Stars are a kind of sailboat, not a kind of sailor. Also listed on the April 3 program is "Dennis Connor on Courageous", and we have no idea what that means.

**santa cruz — con't.**

also added, ensuring that *Merlin*'s crew will be more safe, and probably less fast, than ever before.

*Merlin* was shortly thereafter measured by IOR's Ray Booth, and came up to the new standards.

Fred's next shot is of "spectacular clouds", with "Santa Cruz' premier garbage man, Dave Wahle", riding the crane on the way to help hoist the mast



on yet another of the soon to ubiquitous Santa Cruz 50's.

The mast, made by Ballenger Boat Building of Santa Cruz, was installed on this boat, *Elusive*, built for Craig Breedlove so he may cruise the Mexican



waters in a speed that he's accustomed to. Breedlove, some may remember, is a former holder of the World's Land Speed Record.

As of early February, Fred reports that the Santa Cruz harbor was open "due to some fast dredging", but it's not always a certain thing. A few weeks before a Mexican bound boat bounced over the sand bar and was trapped inside for ten days. That wasn't nearly as bad as the boat from Monterey, who on a windier day, ended up on the beach just east of the harbor.

That's it for this month, from Fred Sampson in Santa Cruz.

**at encinal**

Singlehanded sailors will be scheduled on the same course on the same day. Apparently, the races are now open to everyone, and you may get complete information by calling 522-3272.

**el toro, f.j.**

Class rules apply. cost is \$2.00 per race day or \$5.00 for the entire series. Race dates are March 1, March 22, April 19, and May 9. For more information call the Encinal Yacht Club at 522-3272.

**the season**

better get your money in soon because the deadline is March 11th. Dick Clark, Ano Nuevo Chairman is the man to sign up with. Call him at his office (408) 624-9492 or home (408) 624-3956 for details.

The time limit for the 76-mile race is thirty-six hours and the course record is nine hours and twenty-nine minutes by the Peterson Two Toner, *Incredible*. This will be the nineteenth running of the race.

**flicks**

May 1 is of course International Workers of the World Day; that evening of course, will feature Tom Blackaller, in person, with slides of the 1980 America's Cup Defense. Blackaller was not on the winning boat, having been called in late in the game for help on *Clipper*, but he knows what happened, knows the principles firsthand, and will no doubt make that event come to life with his firsthand knowledge.

'First Friday Flicks' have become rather popular, so, as with the best French restaurants, reservations are necessary. Call Chris Kafitz at (415) 524-9655 and tell her: 1.) How many there will be in your party for the \$3.50 spaghetti dinner with salad and French bread; and 2.) How many there will be in your party for the evening program at \$2.00 per donation. Everyone is invited.

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# CRUISING REHABILITATION

I haven't seen a copy of *Latitude 38* since the skipper of a Fuji ketch hauled out a dog-eared stack in Port Vila, New Hebrides — but your magazine still tops my list of San Francisco memories.

I hope you're still pushing people's buttons up there in Sausalito.

Increasingly stringent port regulations regarding yachts, and a brief visit home after two years' cruising in the South Pacific prompted this outburst. I figure that if anyone can handle this piece it's you people . . .

Randy Thomas, Yacht *Celerity II*, Rabaul, Papua New Guinea

It was a three-hour run from L.A., the traffic light and the approaches to Santa Barbara as lovely as I remembered. The *Time* magazine headline glared up from the seat as I drove: *Yachties Shipwrecked on Social Reefs*.

I'd already memorized the gist of the future-shock piece: how returning world cruisers were experiencing feelings of intense dislocation — even complete estrangement — from mainstream American life. People who had just spent a year or more in the languorous cosmos of the South Pacific were ill-prepared to face modern realities, the magazine reported. Readjustment to the complexities of urban ways was proving increasingly difficult — and disruptive to society-at-large.

"Why should a growing armada of escapees be permitted to opt in and out of society at their whim?" the copy blared. "Responsible working people, content with weekends off, are voicing nationwide resentment over these latter-day sea gypsies." The article called for more stringent rehabilitation programs, and possible curtailment of already severely restricted cruising permits for foreign waters.

Halfway into the Santa Ynez foothills I caught a glimpse of the Channel Islands that took my breath away. I quickly looked back to the road, but that Pacific afterimage burned in my mind like an alcoholic's first shot after a very dry year. "Dammit", I thought, "they said I was cured."

A chartered bus was parked in the driveway as I pulled into Lubber's Lane, the passengers just disembarking. All were tanned, and most were still garbed in pareus and cut-offs. No one paid me a glance. I should have been pleased. Instead, I felt strangely left out as I made for the entrance of the long stucco building.

The visitor's lounge was packed with anxious-looking relatives who alternately stubbed cigarettes and studied their nails,

jerking their gaze upwards when the receptionist announced an impending reunion.

Suddenly a door crashed open and a dishevelled young woman burst into the room like a knockdown gust.

"Mom! Dad! How the ——— are you?!"

As their progeny's greetings bubbled over with the exuberant fluency of a bucko mate, visitors sitting nearby began edging away from the flustered parents, who continued to regard their daughter like someone from Mars.

"Mr. Merchaum," the unseen receptionist cut in. "The director will see you now."

I stepped into the corridor — and cannoned into the arms of a burly, tattooed salt. He gave me a fierce hug, then thrust me away. "You're not my wife!" he shouted.

"I hope not!" I exclaimed, noting the logo, *Deck Ape*, emblazoned on the stranger's t-shirt. He apologized. "It was only the TransPac," he said; as if that explained everything. "My God." The man's face was transfigured as memories played across the backs of his eyes. He refocused with an effort. "My wife . . ."

". . . is waiting," I finished for him. He smiled gratefully and was gone.

Like a swimmer reeling from a cross-eddy, I lurched against a door placard: HAM SHACK — CULTISTS ONLY. At least they get to keep one vice, I thought, as static interrupted a voice that sounded like Micky Mouse on amphetamines.

"That's a roger, Roger," the voice said. "Ones and sevens to you and Aunt Martha. I can't believe we can talk this long without saying anything but I'll look for you on this frequency tomorrow and . . ."

"Mayday! Mayday!" an excited voice broke in. Static crashed like surf. "Holed . . . fire . . . engine out . . . drifting off . . ."

"Whozat breaker?" a new voice demanded. "Vessel in distress, stay where you are.

# CRUISING



No more cruising . . .

Report your status every six-minutes. We will send out Search and Rescue if you fail to come up. What is your QSL and LSD, over?"

The yacht's position report was drowned by the screech of someone tuning in. "Bill! Bill!" blasted over the speakers. "Do you think this guy's using an old Atlas rig, or possibly a Yazu D-900? Go."

"Dunno, Jim, dunno. Sounds like a pirate to me. Maybe we should get his call sign and report him. People seem to use radios, like telephones these days. Took me two-hours to get a phone patch through last night and . . ."

I backed away from the door, searching desperately for the director's office. Through an open doorway I glimpsed a class-in-progress. An instructor was waving a dollar bill in the air.

"This might we worth only 70-cents in Fiji!" she shouted. "but here it's accepted at par!" Excited muttering as the class digested this. "Another thing," the instructor added. "Forget bartering. Woolworth's doesn't want your old clothes and fishing line. And remember, the marked price is the going price. You'll only upset the clerks if you try to bargain."

I nodded, recalling my own readjustment trials. Turning suddenly, I found an ebullient, red-faced man at my elbow. "You're Merchaum," he said. "I'm Henry Mooring." The director led me into his office like a tug shepherding a wayward steamer. He waved me to a chair.

"You're an ex yourself, aren't you?" Mooring asked, not bothering to complete the phrase. I nodded. "Good, good. We always try to encourage contact between our students and graduates."

"Students!" I said.

"The state funds us," Mooring quoted, "and the state taketh away. 'Students' is the operative euphemism this year. I've even got a course catalog around here somewhere. You know, courses like *Dangerous Land and City Mammals*, *Urban Survival 1 & 2*, *Rural Navigation*, and *Reintroduction to the Nine-to-Five*."

Mooring poked at a mound of sailing magazines and yacht brochures that covered his desk. A crude half-model carved from what looked to be a bed leg fell to the floor.

"Contraband," Mooring laughed, nudging the icon out of sight under his desk. "We're always confiscating this stuff. Sure, our job as a halfway house is to ease returnees — students — back into the mainstream, but

this hardcore material runs counter to the program. Hurts our recidivism rate. Which is quite low," he added with obvious pride.

"I've wondered about that," I said. "What happens to the incurables here?"

Mooring shrugged. "Not much we can do with hard cases," he admitted. "We try to get them jobs with charter outfits and boatyards and quietly let them go."

A sharp knock punctuated his last remark. The door banged open and Don strode into the room.

**H**e looked the same as when I'd last seen him on the Papeete quay. A short, even-tempered executive-type. Until you noticed the callused fingers, that rolling gait, the sometimes distant look in his eyes.

"Welcome abo . . . hi!" Don amended, catching the director's frown. I jumped up and grabbed my friend's hand. Mooring semaphored us from the room.

"I've got a berth — a room topsides," Don said outside. "But let's have a quick tour first. Some things have changed since you were here."

We found the busload of new arrivals in the cafeteria taking fresh lashings of one-pot stew, canned peaches and instant oatmeal. The conversation was excited, expectant — and nearly indecipherable, for the group still spoke in the clipped, declarative island patois.

"Have to break them in gently," Don commented at the door. "Their stomachs can't handle real food yet."

Through an adjoining partition I saw a cozy dining room laid out with fresh linen, crystal and silver. "An advanced eating class," Don whispered as a group of bewildered 'diners' took their places.

"Hey, I got two forks!" bellowed one burly mate in apparent confusion. "And three spoons!"

Opposite the mate, a pert hostess was showing the ropes to a distracted-looking woman. "That's a croissant," the hostess pointed out. "And those are eggs Benedict."

"I dunno," the ex-yachtie said, prodding at the food. "It must have been a bitch to fix."

Some kind of therapy session was underway down the hall. Peering through an observation port, I watched a mixed gaggle of born-again socialites fidgeting on couches and chairs. Odd combinations of evening dress were in evidence — t-shirts hastily tucked into tuxedos, bathing suits visible

under gowns. Few people wore shoes. Instead of animated conversation, a nervous silence prevailed the room.

"They've been instructed not to talk about boats or heavy weather or anchoring techniques or anything remotely nautical," Don explained. I shuddered sympathetically, remembering those first strained cocktail parties at home.

Our last stop was also a surprise — a driver's ed class. Don and I moved unnoticed behind a group of displaced helmsmen seated uncertainly in numbered simulators. Everyone seemed mesmerized by the speedometers in front of them — none of which registered over six-knots.

"Pick it up!" the instructor exhorted. "You people'll be mincemeat on the freeway!"

"Isn't nat'rul," someone muttered.

"Hard over, number five!" the instructor screamed. There was a belated crescendo of brakes, followed by authentic sounds of telescoping bodywork and tinkling glass. "You gybed," the instructor accused. "Better change places with number four." As the two students exchanged seats, I noticed that number four simulator sported a laminated tiller. Would they note this disability on the student's license, I wondered?

I followed Don up the staircase to the Advanced Living Quarters. Near the landing we passed a hatch-shaped door, heavily dogged. "Singlehanders in that wing," my guide explained. "We aren't allowed to mix."

**D**on's room was furnished like any hotel suite — except the t.v. had been dumped on the floor facing the wall. In its place stood a tall brass cylinder, freshly polished. "They let me keep my binnacle," Don indicated. There was an embarrassed pause. "I'll go get some ice," he said.

I flopped onto the bed as my friend left the room — and nearly broke my hip! Digging under the mattress I exhumed a heavy textbook, *Celestial Navigation Made Nearly Impossible* by Herbert Obstruse. Inside were the standard Greek diagrams and formulase no self-respecting yachtie every bothered with. But secreted in a compartment cut into the back was something worse — a crude sextant fashioned from a plastic protractor and a drinking straw. Ooooh boy, I breathed, slipping the illicit package out of sight just as Don returned with the ice.

"Let's drink to southern skies," he said, mixing Meyers with lemonjuice in two glasses. As our glasses clinked, he caught my

gaze lingering on the double bed.

"Donna got out last week," Don explained, misreading my thoughts. "She was quick to adjust, just like at sea. Hell, I flunked *Table Manners* three times!" He tried to laugh, but it came out more like a croak. "I get out in a few days myself. If I pass the City Test."

"What is it now?" I asked.

"Bad," Don replied. "We have to argue a phone bill reduction and open a charge account downtown. Then run eight out of twelve irrelevant errands in an hour, Solo."

"Be glad," I told him, "that you don't have to buy groceries. The first time I walked into Safeway after I got back I had to ask people where the food was. You can't eat this stuff", I told them. The manager saw my lifeline clipped to the cart and called the cops. I had to sign up for this program."

Don scowled. Then he laughed, a genuine chuckle this time. "Things could be worse," he conceded. "They've got me fixed up with my old computer job." He winked. "And I've got a moonlighting gig selling boats lined up on the side."

I nearly choked on my drink. "Good rum," I sputtered. But Don didn't hear me. He snatched a copy of *Playboy* from a sidetable and thumbed to the middle pages. "Here," he said with sudden animation. "Look at this!" He dropped the centerfold full-length for my inspection.

"Christ on a boomcrutch!" I screamed. "Don't do that!"

It was a Swan 39.

Don grinned wickedly. "Isn't she something. I dream about this damn boat." He showed me the specifications pasted into Hefner's magazine, statistics that would look weird on a woman, but seemed eminently proper on a yacht. "Mooring will never think to look in here," Don affirmed.

**I** closed my eyes, feeling my own resolve crumbling. Don's next question cut through the darkness and brought me up all standing.

"How long have you been back?" he asked.

"One year," I mumbled, avoiding his gaze.

"A year," Don echoed. "and now look at you. Joe Straight. Mr. Clean. On the outside a model citizen. But inside, don't you ever . . . ?"

"Twinges," I said quickly. "Sometimes I get twinges. But mostly I'm glad to be out of



. . . no more palm tree life.

# REHABILITATION

it. Always worrying about the boat, the weather, the next anchorage."

"I know what you mean," Don agreed in his most beguiling tone. "Those Tradewind runs. The perfume of the islands. Grass-skirted beauties dancing the *tamare'* . . . Another drink?"

"No thanks," I said, gathering my wits. "I've got to get back and check the hook — the house." There was a awkward silence.

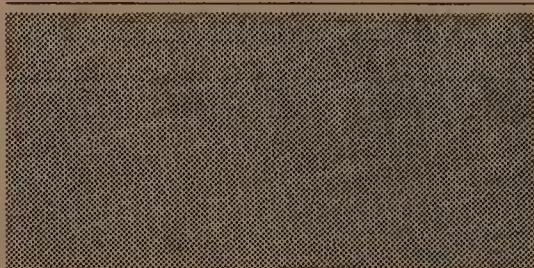
"You've still got it," Don said softly. "You've still got it bad."

I fled.

But during that brief flight back to Aspen I thought of my buddy's words and the memories they aroused. How could I have forgotten so quickly? Had I really acclimated to shoreside living? Or was I really kidding myself, after all?

Later I learned that Don had "graduated" from Lubber's Lane and taken up his share of the national debt. "Gainfully employed," they called it. "Indentured," they meant.

Why should a growing armada of escapists be permitted in and out of society at their whim?



Four months went by. Then Don went out for a day's fishing aboard a friend's sloop. That night the boat didn't come back.

It was spotted in Honolulu three weeks later.

"Seemed a shame to waste nice weather," Don told the tight-lipped authorities. His shipmates were enthusiastic — and eventually got permission to set sail for Tahiti. But Don was returned Stateside for a refresher course.

Since then I've spent a lot of time watching the street outside the house. I'm sure I've been extremely cautious and that no one suspects a thing. Not here in the Rockies. No questions asked when I wrote Johnson & Joseph that I wanted new charts to paper my walls. None of my neighbors know about the mini-tonner, stashed like cordwood under the tarps out back. The provisions are in the front hall. I pick up the trailer tomorrow.

— randy thomas

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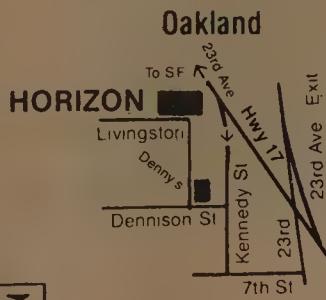
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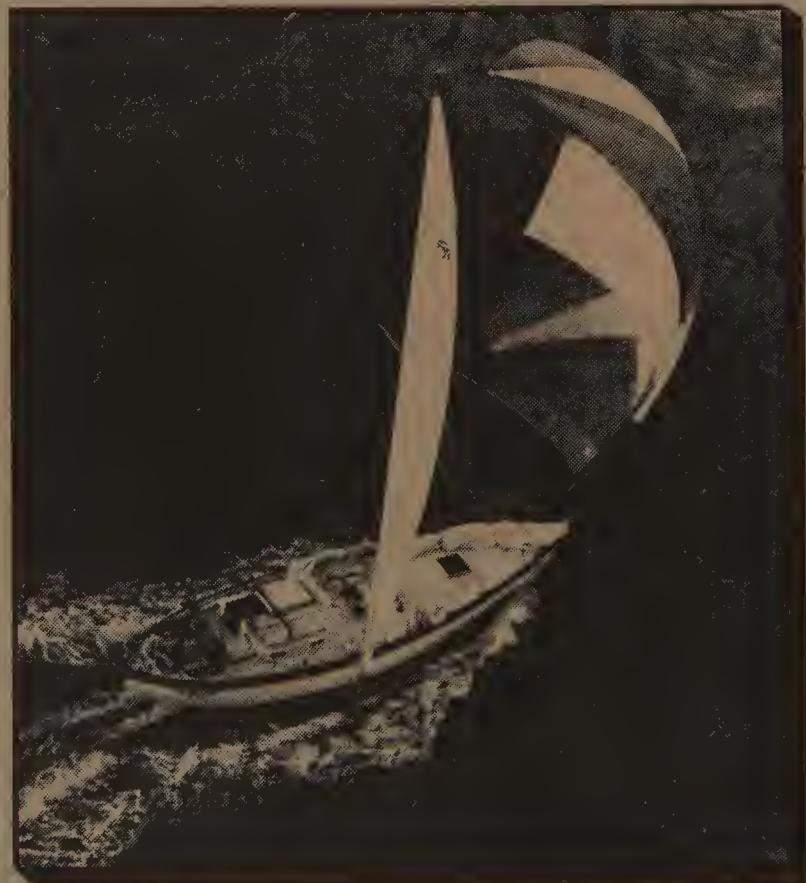
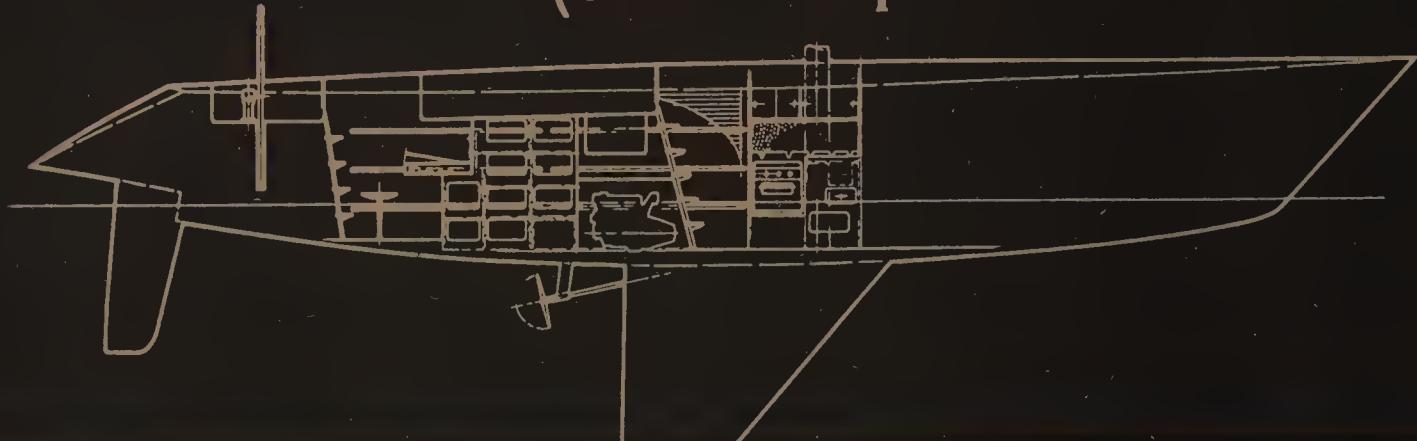
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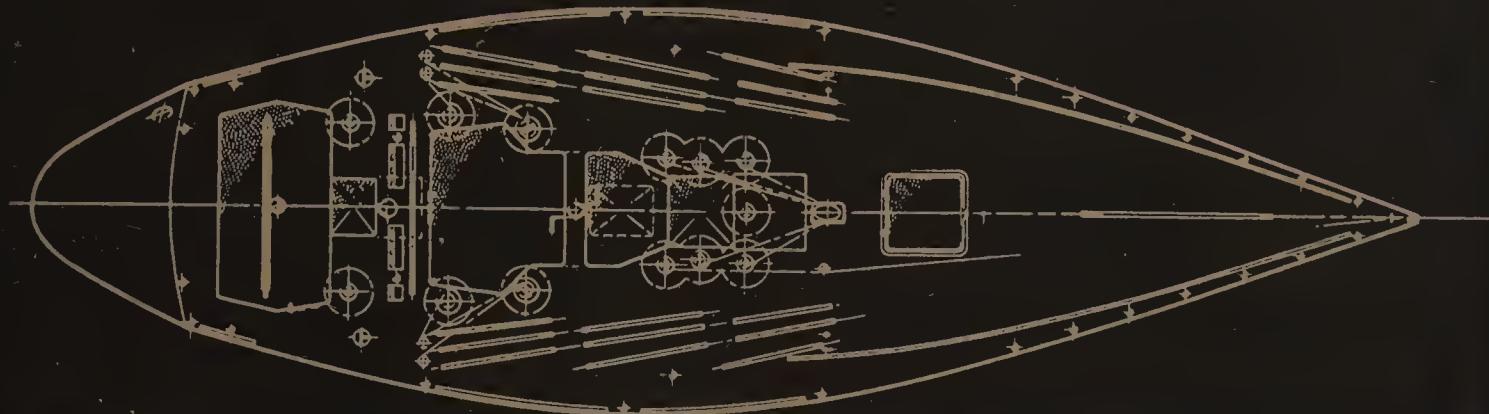
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# OUT OF MY MIND



Have Spatula,  
Wire Urbanczyk,

Will Cook  
Montara

## The Art and Metaphysics of Cooking at Sea.

In most cases we even don't remember them.

"Cooks are not men" — I was plainly informed when, first time at the sea, I tryed to complain that our cook was overloaded, preparing food for 15 hungry and angry beasts.

Certainly we remember storms, ships, sometimes even girl from last harbor; but a cook? They are spending their days in the hot, sultry, oily cage of a galley, doing miracles in calm, just as stormy weather, tireless, infallible, and always ready.

But what they are taking in revenge for their dedicated work are bits of conversation flying to them from the mess. Stuff like: "Again same grub", "Hell with such cook", or "Let's throw this poisoner overboard."

No controversy that a cook is the very last guy in the crew, the necessary evil of sailing. And probably nobody wrote better of the character of ugly cook than Jack London in his unforgettable *Sea Wolf*.

Yes, even in pleasurable sailing the cook is a villian as wicked character. If somebody can't be a navigator, or can't work hard on the deck during stormy weather, we very often put him in the galley. "Let she be a cook", — is a very common verdict for gals only because she can't lift 100-lbs. anchor, just using one hand . . .

**M**any years ago I was desperately looking for a berth on a boat just hours before big race across and back the rough Baltic Sea. But all crews were completed weeks before the start, so my chances were close to nil. At the very last moment the sun smiled on me. "OK," said the skipper of *Neptunus* (in English, Poseidon), "if this kid is so willing to go to race, let's take him with us. As a regular cook." He started laughing and the crew joined him making me very baloney at the very beginning.

Hell started just after *Neptunus* passed the starting line. "Where is our hot meal?" somebody roared pushing me down to kitchen and the carousel began. I cooked, I served, I removed dishes from table, and

before I finished to clean them, well-known voices hit me with full force: "Where is our hot meal?"

Finally, about midnight, I had cleaned piles of dishes, stove, pots and the whole galley, before I was able to close my eyes some nasty voices lifted me back from the berth. "Cook! Fast, fast! We must change sails, it blows like hell. All hands on deck!!!"

Four days later, back on the solid land (we were second), I swore then even if it means the end of my dreams I will never be a cook again. And I still remember the laugh of the whole crew but this was a very valuable lesson, and since I started to sail on my own, I never underestimated difficulties of cooking on the sea nor accepted any attempt to degrade a cook as a second-class crewmember.

**T**age Voss, a famous essay writer and sailor, in his charming book *Havet Om Vort Hus* (in Danish means "Sea Around Our House") said that there are two categories of vessels; without and with a kitchen. And if yours is with — then regardless of how small it is, you can sail her endlessly, living onboard like at home. Great words! Each sailor who got a mug of boiling soup after stormy night, knows that the morale of the vessel is born in kitchen. Hot cup of coffee in your icy cold palms. Smell of broiled potatoes after six hours behind steering wheel. Taste of fresh fish which you caught minutes before. The bliss of cooking at sea . . .

You can sail without engine, you can cruise without sails, but without a kitchen it would be impossible. Like a navigating room, kitchen is a mystery place where only masters are allowed. Yes, more it is a castle. And cook is a chamberlain of this castle, of course! Certainly there are terrible cooks — like terrible skippers — but because of several black sheeps, we can't humiliate the

# IN THE GALLEY

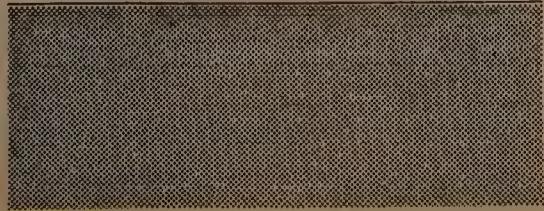
HEAT ONION CHEDDAR BACON PLUMS APPLE CRACKERS WATER CHEESE BREAD FORKS OIL  
BOILING SALT BROILING WHEAT FLOUR NIACIN CUP STEAM ICE CREAM PARSLEY SUGAR  
VEGETABLE HYDROGENATED SOYBEAN RIBOFLAVIN TEASPOONS PASTRY CREAM OF TARTAR  
BUTTER MARGARINE LEMON JUICE STRAWBERRY MILK FAT MEAT FRESH CREAM LECITHIN  
CORN SWEETENER RED RASPBERRY ONION TEASPOONS RUM MODIFIED FOOD CITRIC ACID  
CHEESECAKE WATER CHEDDAR SALAMI BUTTER HONEY PARTIALY HYDROGENATED OIL GUM  
VANILLA KRUNCHIES TOMATO MONO AND DIGLYCERIDES COTTONSEED OIL BACON BUTTER  
MARTINI BONES APPLE PIE CRACKERS TEASPOONS CINNAMON ROLLS PLATE SLITS BAKE  
COOL ORANGES CINZANO PEPSI COLA OIL 425°F HOT OVEN TOWEL SYRUP RED VENISON  
ASPIC OF CARP TRUFFLES PEPPER EGGS BREAD CRUMBS COOKING CARROTS CELERY CUP  
PEPPERCORNS MUSHROOMS CALF WINE SOY MAGGI EXTRACT CRAYFISH TAILS SMALL BIT  
PERCH FLOUR YOLKS RICE PURRE MADEIRA WINE TROUT VINEGAR TURKEY BROWN SAUCE

TASTE GINGER FORK BOUILLON CUBES ROLL OIL  
CAPON GROUND JUNIPER BERRIES SALTED TASTE  
SHALLOTS FISH GOOSE LIVERS COGNAC GELATIN  
CHICKEN OF INDIA FLOUR ALCOHOL FIRE SPOON  
BONES OIL LAMB FROGS LEGS DRY RED VINEGAR  
GARLIC MASHED FAT LEEK BAY LEAF PASTE RUM  
350°C CARAWAY SEED 25 MIN. ADD TO CABBAGE  
GOULASH EGG ROLLS BIMBER PORK AND OCTOPUS  
CELERY BAY GOLDEN LEAFS CLOVES TSP. FLOUR  
PEPPERCORNS PUMPERNICKEL HAM TOMATO PURRE  
DUST WITH FLOUR SOUP PARBOILED BREAST RED  
APPLES VENISON FILLET LION PATE OLIVE DRY  
STEAKS 2 CUPS KITCHEN BOUQUET DISHES SALT  
4-50 LBS. CHOPPED MUSHROOMS MUSTARD SUGAR  
ANCHOVIES SIEVE PASTE BEETS HORSERADISHES  
PEPPER ADVOKAAT LEFTOVERS SCRAMBLED YOLKS  
MEAT WHITE SAUCE HALF HALF BUTTER RED DRY  
CREAM SLICED PEPPER GARNISH FIRE POT MUGS  
SMOKED FISH PATTIES CHOPPED CHIVES TOMATO  
BOILED PIKE HARD COOKED EGG SAUCE SOUP LB  
2-3 PER PERSON A LA POLONAISE CARROTS OIL  
RUSSIAN RABBIT PASTE KITCHEN APPLES SUGAR  
CELERY FLOUR FILLET AMERICAN TASTE OLIVES  
BAKING SODA HEATING COOLING BREASTS HONEY  
POTATO CINNAMON NUTMEG TO TASTE ALMOND LB  
MELTED BUTTER  $\frac{1}{2}$  OF TEASPOON BROWN SUGAR  $\frac{1}{2}$   
TABLESPOON DETERGENT BOILING PASTRIES POT  
CINNAMON FLOUR WORCESTERSHIRE SAUCE SUGAR  
BOUILLON HAWTHORNE BUTTER WINE TRUFFLE IN  
BIG POT HEAT MARJORAM THYME OREGANO PASTE  
TARRAGON COMBINATION PLATE FISH DISH MEAT  
YOLKS MAYONNAISE MADEIRA WATER BAY LEAF 5  
LBS OF CELERY RUM OIL "VERY STORMY WEATHER

Recipes of the Ancient Mariner.

magnificent tribe of oceangoing cooks!

**G**ood cooks, especially in long journeys, is worth gold of his weight. He not only is serving our meals. His authority is



much, much, broader and it starts days before the ship is leaving harbor. Good cook will prepare a food list using, like compass his old lists richly covered with remarks like: "too much", "too few", "only very fresh", "at least 5 per person per week" . . .

# URBANCYZK

As we, navigators, are taking with us pilots, navigation tables, and maps, the true cook will take cookbooks and private, sometimes topsecret, recipies. He not only will buy all food, transport it onboard, but he will himself store it in proper place following the proper way and care.

Sometimes he has a refrigerator, sometimes two, sometimes only a small icebox, or even less than that. But always good cook will do his best storing products. Real cook will rather play with shark than serve same dish twice, he will rather abandon ship at first harbor than try to say: "Sorry, only sandwiches today 'cause of bad weather." Good cook will never allow the crew to eat without a clean tablecloth, without putting on the table — like light houses; bottles with ketchup, salt, mustard, worchester, and soy sauce. He never will say a word if somebody, giving order for five boiled eggs, will ask to have each one in various stage of softness.

For sure nobody will protest if we will claim such cook as VIP, more as a full mem-

"real cook  
would rather play  
with shark than  
serve same dish  
twice."

ber of seagoing family, as an eagle of gastronomy. As a healer (as there are dishes which cure, as there are those which are poison), as an entertainer (since he can turn sad crew into happy and frivolous), as a magician (he can produce whole dinner when profane will says, the pantry is empty.)

Reading books about sailing in past

ages all of us are shocked how monotonous, if not terrible, was food in past time. Bisquits, peckelfleish, potatoes, and rum all around the calendar. Maybe that was the reason, that in this dark ages, sailors hate cooks so often.

But today, thanks to advanced technology, the menu at sea has changed. We not only have ice cream on the Equator, but hot rolls in Polar Circle. We not only can have a real extravaganza of canned, dehydrated, preserved by radiation or other miracle, food; but, using our radio we can even call over hundreds of miles of blue ocean to ask: "Did you say one heaping or one level teaspoon of salt for the rice with crayfish and Indian mushrooms, dear?"

On smaller boats, in shorter cruising, there are no permanent cooks and all, or most, of crew try their talents. Let us do it with proper dignity to magnificant art of cooking at sea. Sloopy cooking is something unpardonable! And for all true seaworthy cooks — three cherries with accompaniment of ship's bell.

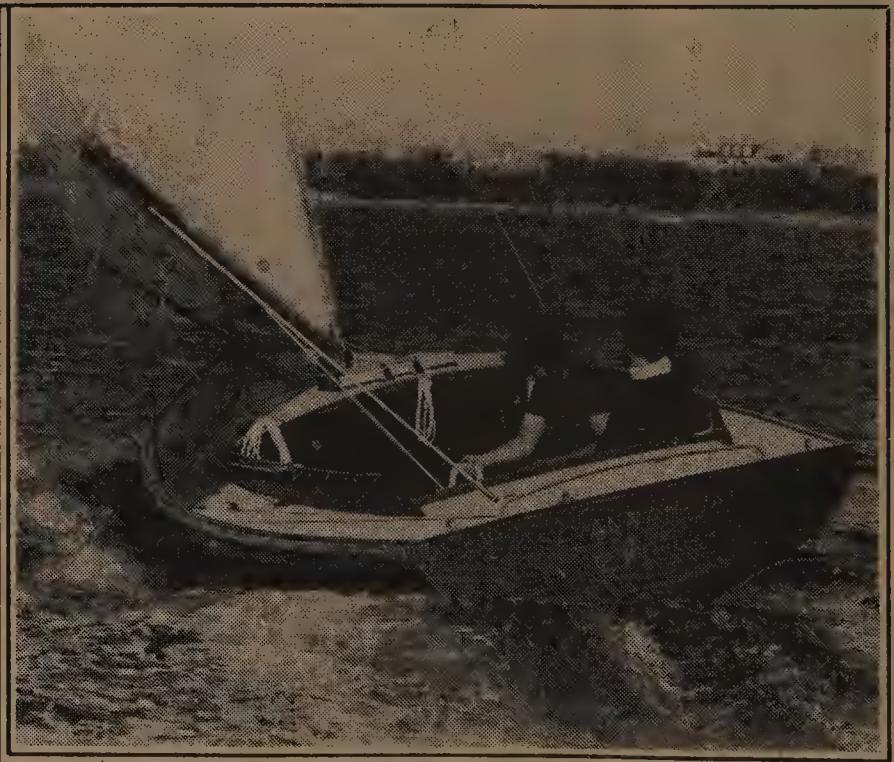
— andrew urbanczyk

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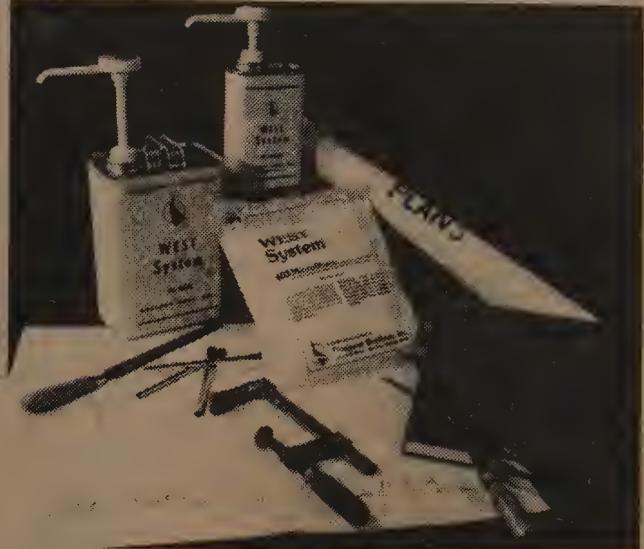
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# GOING

# OVERBOARD

For an area that prides itself in being at the vanguard of trends, southern California was a long time getting a major singlehanded sailing event off the ground. But they finally did, a 610-miler from man-made Marina del Rey to Mexico's Guadalupe Island and back. Four or five northern Californians planned to make the trip down, presumably to walk away with the hardware, but as often happens in sailing, things don't turn out as planned. Only two northern Californians hit the line; one fell overboard and the other eventually dropped out.

Winner of this first P.S.S.A. (Pacific Singlehanded Sailing Association) race was Santa Ana's Ed Quesada, who brought his 1966 Columbia 38 back across the finish line after little more than 4 days and twenty-one hours. Quesada's boat, *Sirena*, worked out to have a respectable better-than-five knot average for the entire trip. The winner advised that he had benefited from some good luck in the race, and there was something to that.

David Lay, who came up with the idea of the race, actually lead Quesada for most of the race in a real nip and tuck battle. Closing in on home, he decided to go around the northwest end of Catalina, thereby avoiding the big hole that's often 'inside' Catalina. It was the wrong time to make the right move, and Lay's Santana 37, *Sprite*, was becalmed for hours upon hours. Quesada went the 'wrong way', and not only won, but came away with a deceptively large sixteen-hour elapsed time margin. Third to finish was sixty-year old George Philips in his Pearson 39, *Gemini II*.

The race began in the typical light winds of Marina del Rey, but once around Catalina the breeze quickly filled in. Wind of over twenty-five knots were often reported and many boats either sported heavily reefed



Lester Robinson.

mains or even storm sails. Winner Quesada remembered that he often pegged his knotmeter at ten.

The wind held all the way to Guadalupe for the leaders, after which time the fleet experienced a variety of conditions. Depending on where they were, they experienced 80 degree sunshine, fog, moderate wind, or absolutely no wind at all.

Twelve boats crossed the starting line, with four boats, including two from northern California, dropping out before the race was over. George Gombasy, on *Gangrene*, fell overboard after about six-hours of sailing and retired; Lester Robinson of Lake Tahoe, reportedly dropped out of the race the second day with autopilot problems. Readers will recall that Robinson and his Moore 24, *Legs*, were second in the 1980 Singlehanded TransPac. *Gangrene* and *Legs* were the only two entries under 30-ft.

Participants reported that the race was extremely well-run, and that officials were gracious and friendly. Before and after the race, those needing berthing or launching assistance got it; the skipper's meeting was meaningful; and, due to some ham operators, the fleet was able to maintain radio contact utilizing just VHF radios.

Plans call for this middle distance singlehanded race to be held every two-years, but we've already heard enthusiasm for it to be held next year, too. We hope it goes annual, as it offers a warm singlehanded sailing respite from that icy demon, winter.

We alluded to sailing instructor and veteran singlehander George Gombasy going overboard during the race. Had he not been wearing his safety harness, he wouldn't have been around to give us the following interview.

George's account makes all too clear the possibilities of what probably happened to Grover Nibouar. Grover, you'll recall, was not found after his Moore 24, *Outrage*, washed up on shore several days after he set off to complete his qualifying sail for the Singlehanded TransPac.

**38:** When did you go over, George?

**George:** I was about six hours out when I went overboard, just coming up on the west end of Catalina. We'd had really light winds the first hour, hour and a half, going maybe

# FOR GUADALUPE

just two or three miles off Marina del Rey.

Then it picked up to eight, then ten, then about twelve knots. I had changed from my light 150 genoa to my heavy 150 and was working on the leeward side retrieving jib-sheets and everything, and the next thing I know my feet have gone from under me, I'm over the lifelines and being dragged in the water by my safety harness.

**38:** Was there a big swell?

**George:** No, I think I just stepped on a line on the deck; when a J-24 is heeled a little bit the leeward side becomes quite steep. My foot just stepped on the line and rolled, and then I was going over the side. It happened very, very quickly. I made a grab for the first stanchion and missed, but I got ahold of the stern pulpit. I never was completely in the water, only up to my neck and only swallowed one mouthful.

**38:** Could you have pulled yourself back aboard by the safety harness alone had you not caught the stern pulpit?

**George:** I think I would have made it. I was only making about four knots at the time, and with my weight — about 220 pounds — it was enough to really slow the boat down fast. Fortunately I didn't have the electric autopilot on, just a bungee cord and a static line, so I was able to reach up and flip the cord off the tiller, letting the boat round up.

Actually, I would not have had to drag myself back to the boat by the harness, because the safetyline terminated forward of the cockpit. So when I go over, I can only be dragging behind the boat and had it been going downwind at six or eight knots with the autopilot on, it would have been a very hard pull to get back on the boat. A very hard pull.

**38:** Did you go into shock?

**George:** I was scared. Before the race I met Lester Robinson and the first thing we talked about was the importance of always wearing our harnesses. Then the last thing we said to each other going out was to wish each other luck and reinforced each other agreeing that we'd wear harnesses and be clipped on. We both were going to wear harnesses all the time because we both know what can happen.

**38:** Which harness did you have?

Gombasy singlehanded Gangreen on the 1979 Farallones Race.



George Gombasy.

**George:** I had one of the new Force 10 harness and lifevest outfits. It had an even pull all around, I wasn't being choked anywhere, and I had freedom of movement. I think it is a good piece of equipment.

**38:** Was it difficult actually getting back aboard?

**George:** It wasn't too bad, the J has a pretty low freeboard. I got a hold of the boat, put a leg up on the deck, and rolled on. I had been in the water for three or four minutes; I knew I had to get back on and that was all there was to it.

The shock didn't hit me until I got back onboard. The wind kept coming up and right away I had to go forward and change the 150 because it was too much sail. I crawled forward on my hands and knees, shaking like the devil, scared out of my mind. I just dropped the 150 and didn't even put up another sail. I just cracked the main and sailed with that.

**38:** Going over is why you dropped out?

**George:** I was having some other troubles with my knotmeter and log, and the going overboard shook me up enough in my mind to give me doubts if I and the boat were really ready for the race.

I wasn't happy with the way the boat was performing; she seemed very sluggish at the start, overloaded and not properly balanced. I had some equipment that wasn't ideal for the boat; a 6-man liferaft instead of a much lighter 2-man, and lots of water and other gear that the boat isn't really designed to carry. I wasn't too happy to begin with, and then I went overboard. It took a lot of energy out of me to get back onboard, drop the headsail, change into dry clothes and get in my sleeping bag to warm up from the cold water. Things were made worse by the fact



# OVERBOARD FOR GUADALUPE

that I'd been up since six that morning and I was already getting tired anyway, and the other stuff exhausted me. Part of the reason I couldn't get the boat to go well was that I just wasn't thinking straight.

When the VHF came alive with the 6:00 check, all of a sudden I picked up the mike and radioed in saying, "Hey, I've gone overboard, I'm O.K., I'm cold and have dry clothes, but I'm going home. I'll be back next year."

**38:** So did you get back to Marina del Rey pretty quick?

**George:** It took another fourteen and a half hours to get back, five hours of which were right in the shipping channel and there was no wind and I had no engine. I had gone over at 4:30 and dropped out at 6:00. We'd started and hour and a half before the Puerto Vallarta Race and one of the boats had just passed me before I went over. When I got back aboard *Swiftsure* came by about 1000 yards to the north of me a half hour later, she was going like a freight train.

**38:** Are you ready to do the race again?

**George:** I don't know if they're going to do it next year but I hope they do. 610-miles is a good distance. When I first got back onboard I was cold, tired, fatigued, and I said to myself, "I've had enough of sailing, I'd better quit while I'm ahead."

But the next morning, even before I got back to Marina del Rey I began to look the situation over again and say, "Hey, things aren't that bad." I thought about getting back in the race, but decided that I'd made my decision to drop out and should stick to it. I think the way I was prepared and the way I had the boat prepared, it was the right decision. You really need a good shakedown to do this.

**38:** Would you like to do the race in a different boat? Something a little bigger, heavier, that could carry more?

**George:** Something . . . I think some boat that isn't as critical on the weight, a boat that isn't set up for strictly having a crew, something more ready for singlehanding. Maybe an Olson 30, fast and small . . . although I'm also thinking of a boat that

might be a bit of a cruiser, too. I'd also like to try a Moore 24, I suspect that's a damn good boat for this kind of racing, very fast, especially in light air.

**38:** This is a half a downwind race and half an upwind race. How do you think Lester will do? (The race was still in progress at this time.)

**George:** It depends on how he can do with the big boys. One guy has a Peterson 33 that rates even with his Moore. If it blows twenty to twenty-five knots they'll keep up with him downwind and on the 305-miles back going to weather the Moore would have to forget it. It's a much different race than the TransPac. Lester gave a radio report the first day, the second day he called in and said, "I'm O.K., goodbye." He needs everything he can get.

That, folks, is the story.. The moral is clear; either wear your safety harness at all times on deck, or make very, very, very sure you've got a good hold on your boat.

— latitude 38

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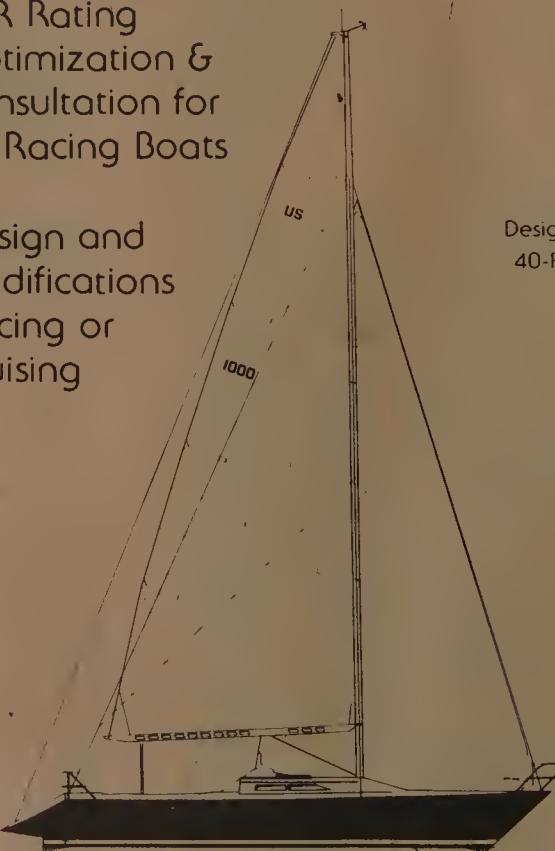
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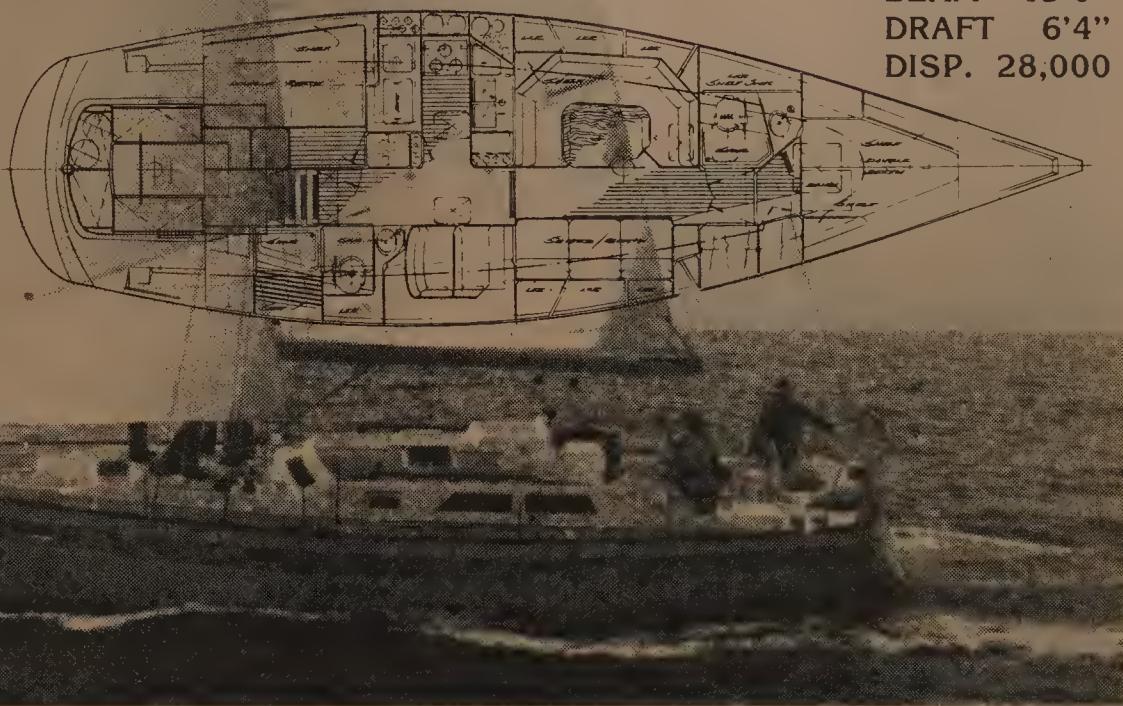
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# MIDWINTER

We haven't done too well this year, Midwinters-wise. Just before the first race, one of our kids got the chicken pox which meant I couldn't race. So, with Little Miss Chicken Pox in the car, I spent the morning perched atop Yellow Bluff with binoculars, watching them; a very unnerving experience. From up there, I could see the movement of the currents and the puffs of wind on the water and it seemed they were never where they should have been. Why didn't they get the spinnaker up earlier? Why were they going so slow? Why didn't somebody get that line out of the water?

Fearing an ulcer, I packed up the binoculars and the kid and went home mid-race, and blamed their fifth place finish on the fact that there wasn't a woman aboard.

The second race occurred just as the skipper was coming down with the flu, and though he claimed that morning, between coughing spasms, that he didn't feel too bad, an eleventh hour phone call from our foredeckman, in the same state or worse, convinced us that abandonment was wise.

The third time around we were all in great shape and anxious to race. It was pouring rain, a 5.2 knot ebb was scheduled, and there wasn't a breath of wind in the harbor, but we were enthusiastic and undaunted. On the way to the line we had a brunch featuring beer and brownies, and as the time to start the sequence approached, weather conditions hadn't improved at all. The ebb was horrendous and most of the boats were crabbing away from the line as the signal for postponement sounded.

We used the time to test our new teeny tiny anchor, bought with the express purpose of keeping us in place when necessary, in winter races.

Anchoring during winter racing becomes necessary in several instances, for example (1) When the tide is with you and you are about to be swept over the line early, stern first, you anchor until the gun. (2) You are

headed for Chrissy in a heavy ebb with no wind and the current wants to take you inside Anita Rock, you anchor until a merciful puff allows you to inch past Anita with your heart in your throat and your crew covering their eyes. As you hurtle past Anita, sideways, you recover enough to recoil your rode in preparation for (3) attempted anchoring while drifting backwards out the Golden Gate Bridge. For this performance, your crew must be stationed strategically to fend off non-anchored competitors who come screaming toward you sideways and backwards and completely at the mercy of the raging ebb. (For further details, consult previous accounts of the 1980 Singlehanded Farallones Race).

It is also wise to (4) Anchor when you drift within ten yards of Angel Island while trying to round Knox Buoy in a heavy flood.

There are dozens of other examples any winter racer could cite, but our crew was on the verge of mutiny after one race in which we dropped and hoisted our 25-lb. Danforth half a dozen times, so we now have a cute little 11-lb. lunch hook.

**A**nyhow, back to the third race of the Midwinters. As we reclined awaiting the wind and the new starting sequence, our tiny anchor doing its job, the crew began their usual bantering.

Chris, our foredeck trainee, proclaimed that he had decided to enter the priesthood and start "The Marin Church of the Hot Tub", with the motto, "the family that soaks together, stays together". Somehow the subject was changed to the new Kialoa, reportedly doing twenty-six knots downwind, and that led to a discourse on the downwind shenanigans of the Big Boat Series last year, and a rumor that Bravura had been given to the Maritime Academy but they gave it back.

Pretty soon a gunshot snapped us out of

*Helmsman: "How can I see the tell-tales with that foredeck moose in the way? My last tack was superb, if only old ham hands on the sheets could get it in faster."*

*Jibsheet man: "That helmsturkey doesn't know a straight course from his ---! If it weren't for my superior strength on these winches, we'd be in the bucket for sure."*

*Skipper: "My God, this is costing me a fortune in beer and sandwiches and we're not even winning. If some numbskull drops my new 2 speed lock-in, ratcheting winch handle overboard, I'll keel haul him!"*

our reverie and the starting sequence continued even if the wind did not. As we neared the line it became obvious that we were going to be over early but when we at-

# CHICKEN POX

Mainsheet man: "If the helmsman had any muscles I wouldn't have to keep letting the main out. I hope the next flying jibe takes him with it!"

Foredeck man: "Here I am risking my life up here, soaking wet to the knees while the rest of the crew just sits on their cheeks guzzling beer. If that idiot helmsman broaches it again I'll wrap it around his fat head!"

Gorilla on rail:  
"I wonder when we eat"

ILLUSTRATION BY SUE ROWLEY

tempted to anchor, the rode snagged on something, the anchor clunked against the hull, and our stern rushed across the line five seconds prematurely. Naughty words flew

across the deck, but a merciful committee fired another postponement.

As the time yawned away, the crew began devouring all the food in sight. First went five dozen oatmeal raisin cookies. Then the Giant Economy bag of corn chips, a bag of apples, and three 6-packs of beer. "Maybe you should warm up the chili," the skipper suggested. I glanced across the bay . . . not a ripple on the water, except for the devastating tide surging toward the ocean. Not a hint of wind. Still I was reluctant. "As soon as the chili gets good and hot, the wind will fill in and I'll have a gallon of chili to juggle," I complained. "Right!" they chimed almost simultaneously: "Anything to bring the wind."

Predictably, just as the chili began to simmer, a puff of wind filled the main, so I hogtied the pot as the starting sequence began once more. We were ghosting toward the line in fine shape when we noticed four little boats in a row between us and the line. One was at anchor and the other three were tied behind it waiting for a later start. Oh shit! If we took the stern of all those boats, we wouldn't make it inside the standoff buoy. We tried pointing against the tide to pass in front of them, but we lost headway and had to fall off around them. That brought us to a position about twenty yards abeam of and slightly outside of the standoff buoy. There was no choice but to anchor and await enough wind to get us across the ebb and inside the buoy.

Meanwhile, another big boat came drifting down with the tide yelling at us that THEY were trying to start and WE were in their way. "You turkeys" they screamed as the tide carried them sideways between the standoff and the committee boat. They couldn't have made it even if we hadn't been there.

It soon became apparent that our anchor was dragging and we had to do something or we'd touch the buoy. A ripple crossed the water giving us a glimmer of hope, and in a

desperate effort, we yanked the anchor up and barely inched forward under sail. Then the sails collapsed again and we cringed as the buoy kissed our beam and rolled along the hull until the tide swept us free.

As I gunned the engine in anger and headed for a sheltered lunch spot, somebody mentioned that we COULD have anchored again until the wind filled in and then re-rounded to exonerate ourselves. I told him if I wanted his advice I'd have asked for it, and besides, with that tide, rerounding would be practically impossible, and in addition, there was no way anybody was going to finish the course in the time limit anyhow, so why didn't he just shut up and unharness the cauldron of hot chili so we could eat!

Then as we dropped anchor for lunch, we could see that a breeze had filled in at last, the starting line was deserted, and we later learned that the committee had shortened the course to the first mark.

I will not go into much detail about the fourth race, except to say that we started with a reefed main and by the time we reached the first mark we had changed sail combinations three times and approached the "weather" mark under spinnaker. I had changed my sailing wardrobe an equal number of times, from foulies to tee-shirt, and varying layers in between. On the final leg, we jockeyed under spinnaker with another boat most of the way, but as we crossed the finish line, they pulled ahead by a diameter of a gnat's eyelash.

I know I will have nightmares about that finish for weeks. Every bone in my body aches, and by Monday my knees will be purple. The spinnaker is draped around the living room to dry, and race number five is just around the corner. I should have my head examined, but who knows, next race we just might pull it off!

- sue rowley

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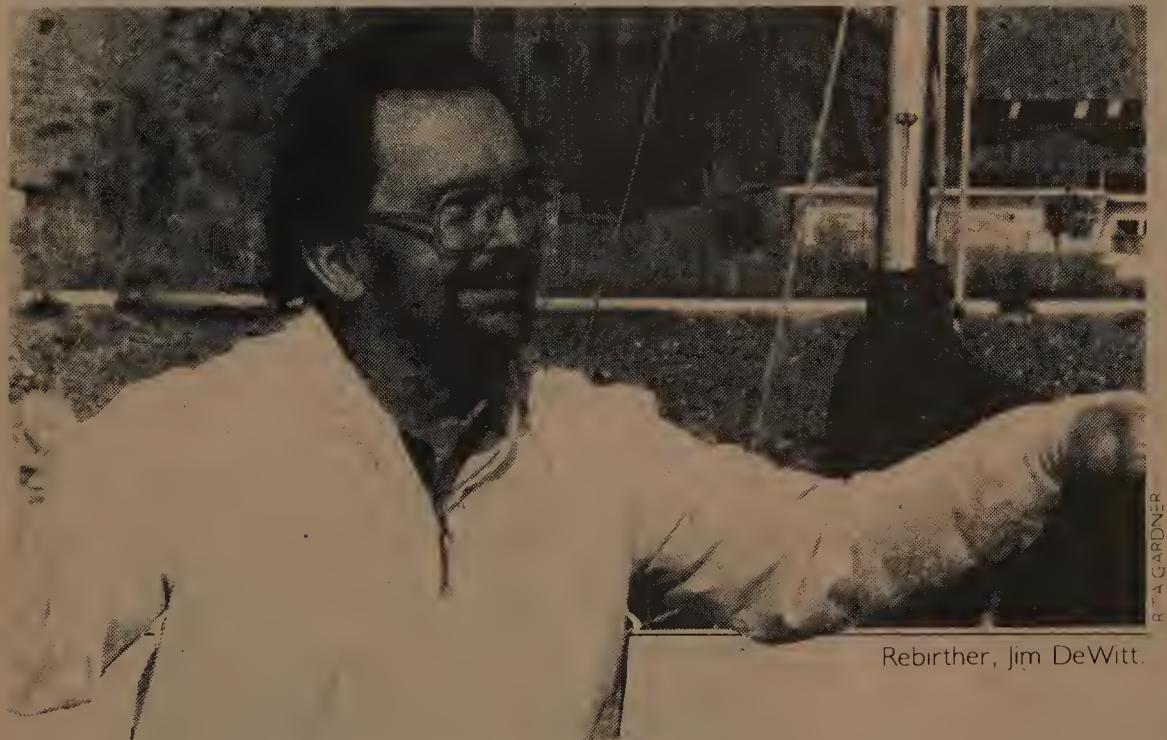
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A glance at *Sandpiper* makes you wonder. She looks a lot like a cruiser, with

chitecture, and never expected to have it built. He was particularly interested in the



Rebirther, Jim DeWitt.

her self-tending jib and aft cabin. But then she also looks like a racing machine, what with that tall stick and triple spreader. She appears familiar too, kind of like a boat you thought you once knew. Perhaps you did.

*Sandpiper* is an aluminum sloop that sailmaker Jim DeWitt designed and had built in the late 60's. Narrow and particularly fast upwind in a breeze, by 1971 *Sandpiper* had accumulated two prestigious Lipton Cups. She had also made a TransPac round trip and trophied in countless events in the bay and offshore.

Things took a turn for the worst when late one night in November 1971; Jim received an excited call from the Richmond YC. There was a fire aboard his houseboat, moored about 100 yards away at the end of Mallard Drive. The two-story wooden structure had been a floating home for several months and still served as headquarters for his art work, sailing classes and boat storage. The blaze was out of control when first noticed, and tied with her starboard side snug against the burning houseboat, *Sandpiper* never had a chance. She had been the victim of unknown burglars who'd vandalized the houseboat and then set it afire to cover their tracks.

DeWitt started the *Sandpiper* project primarily to get an education in naval ar-

areas below deck and the waterline, wanting to develop the same feel for those areas as he had for above decks. He believed it would make him a better sailmaker.

He brought his basic concepts and preliminary drawings to Randy Paulling, Professor of Naval Architecture at the University of California. Randy, who had been responsible for the University's testing tank in Richmond, did the formal design calculations, as well as the final drawings.

Together Jim and Randy gravitated away from fiberglass as a hull material and toward aluminum, with its impressive strength-to-weight factors. Aluminum was a material that was just coming into vogue for ocean racers. Wilton Colberg's boatyard in Stockton was the only nearby facility capable of handling aluminum construction, so *Sandpiper* was born up the river. The project was not well-funded, which meant that the boat was raced the first year with makeshift accommodations, and a year later taken to Stephen Bros. for its interior.

The boat's dimensions are 33-ft. overall with a 22-inch bowsprit; a 29-ft. waterline; 8½-ft. beam and 6-ft. draft; *Sandpiper* sailed her first years with a relatively stiff Farnment rig, a reminder that only twelve-years ago very few skippers were bending their spars. When first launched she was very light and rated close to *Yucca* and some 45-ft. boats under the old C.C.A. rule. Adding

2,000 pounds a few years later brought her displacement up to 12,000 pounds, lengthening her waterline and dropping her rating. Thus *Sandpiper* eventually had a rating she could sail to, but since she wasn't designed toward a rule, she never 'rated well'.

The *Sandpiper* that was such a success a slightly more than a decade ago, was a boat ahead of its time in several ways. That was because Jim DeWitt's design idea ran contrary to the then existing 'state-of-the-art', Sparkman & Stephens tank testing, as well as some of the folklore of San Francisco bay sailing. For instance:

**Weight:** Twelve years ago everyone racing in the Y.R.A. on San Francisco bay knew you had to have a heavy boat to move up-



# REBIRTH OF SANDPIPER

wind, particularly against our often short, steep chop. Theoretically, the more weight you added, the more efficiently your boat would travel to windward. But DeWitt knew from his experience in Snipes that his boat was faster when it was lighter. So DeWitt set out to build a light boat that would still go to weather, and 10,000 pounds on 33-ft. was light for 1968.

**Keels:** Tank testing by Sparkman & Stephens consistently indicated a need for plenty of keel to get to weather, but Jim noticed how well some small boats, notably the Raymond Hunt-designed International 110, went to weather with just a fin keel. Jim decided that a small fin would work well on his design, and would have gone even smaller had his neck not already been stuck

out so far. Prior to *Sandpiper*, the smallest keel Jim was aware of was the one Bill Lapworth put on the Cal 40's, a fairly large trapezoid.

**Rudders:** In the late 60's it was generally accepted that a boat needed an 'elephant ear' rudder placed under the middle of the boat, just behind the keel. Typically, Jim rejected that gospel. He felt you could split the rudder from the keel and position it further aft. Even though that created additional drag, it was offset by the increased efficiency of not steering from further forward near the keel.

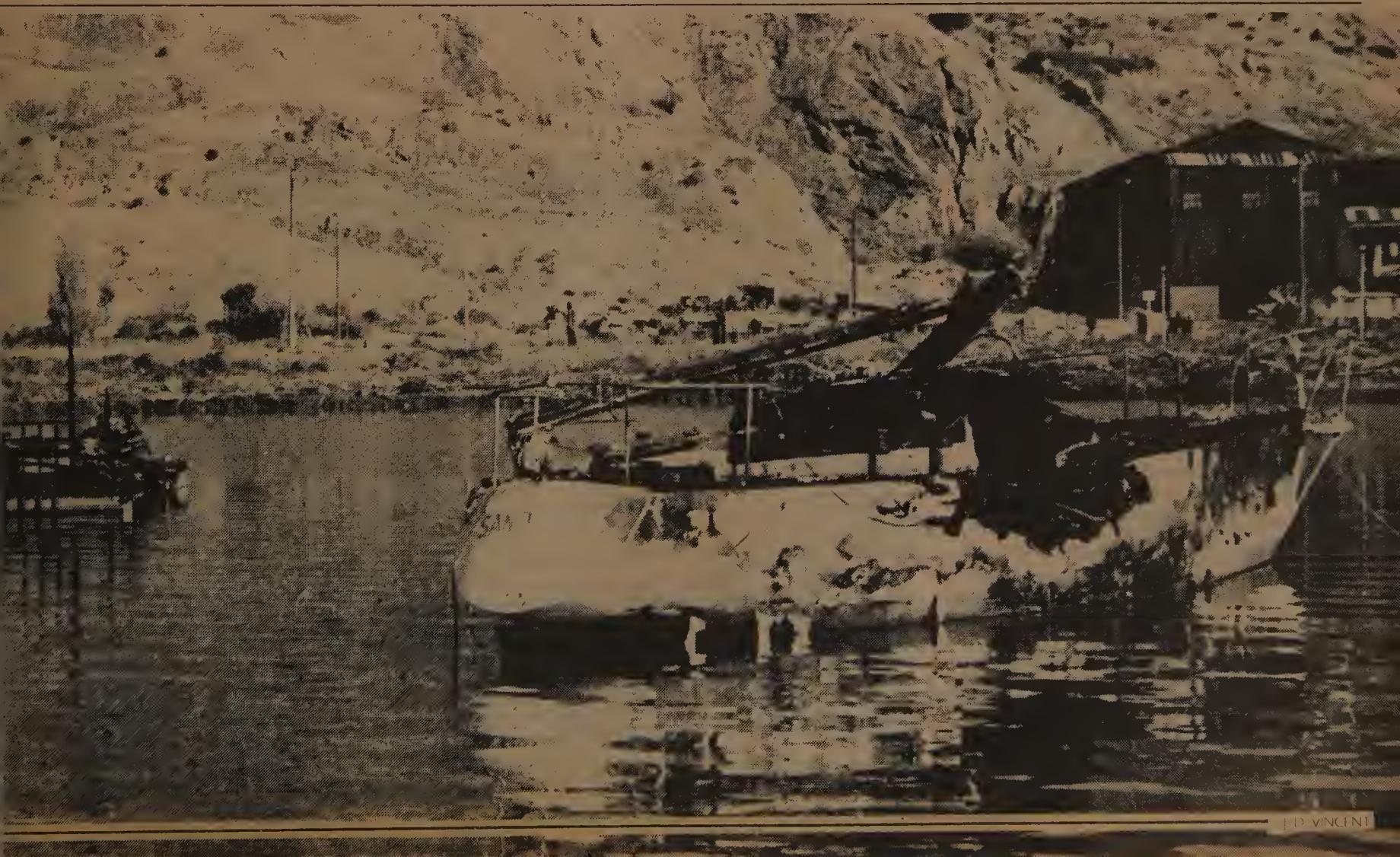
In regard to this matter, Jim recalls the sight of a well-sailed K-40 broaching repeatedly, its big rudder attached to the back of the keel fairly far forward, while *Sandpiper*,

with its small rudder aft, was far more effective. Everyone knows it now, but they weren't so sure back then.

**Trim Tab:** Jim gave *Sandpiper* a trim tab similar to the one the 12-Meters had in 1968. A trim tab is really just another blade under the water that has the effect of extending and bending the keel into a shape that helps 'lift' the boat to windward. It's accepted as a great addition to a keel, but it is so heavily penalized under the IOR rule that a racing boat can't afford one.

*Sandpiper* had its own rudder post and tiller, which meant it was also a built-in emergency rudder. Besides providing efficient lift upwind, Jim found the trim tab to pay huge dividends on that type or reach that is just too right for a boat to jump out the

November 1971, the charred remains of the *Sandpiper* in Brickyard Cove.



# REBIRTH OF



Sandpiper's new mast goes up forever.

water and take off, just when a boat seems to fight its helmsman trying to broach or crash. Jim could dial in some trim tab and make easy going out of typically difficult conditions.

I was aboard during *Sandpiper*'s first Schoonmaker-Stewart Lightship Race in 1969, one of the great windy years. We won hands-down because the trim tab gave *Sandpiper* the ability to hold high under the chute coming back from the Lightship, allowing us to sail a shorter course and sail it fast. The rest of the fleet had to reach off under their spinnakers, sailing a longer, slower course.

With those and other positive qualities, it is easier to understand DeWitt's attitude after the fire struck his pride and joy. Under the distorted, blackened hull, with her blistered paint, charred interior and crumpled mast, he still saw a trim racing yacht.

When the insurance company declared *Sandpiper* "totalled" Jim and his friend Bill Kimley bought the remains. Builder Wilton Colberg examined the hull and found it hadn't warped despite the intensity of the temperatures, and therefore was theoretically worth renovating. Jim and Bill affected makeshift repairs to take her to Colberg's yard, where a new starboard side was sitting,

and then brought her back to Richmond on her own bottom. She was hauled out, placed on blocks, and sat there for five years. Eventually she was covered with gallons of bondo, faired, and launched. It was only an extended period of indignity, as she still bore the ugly scars of her past. Finally, nine years after the fire, Jim was able to properly prepare *Sandpiper* for her second coming.

The concepts the old *Sandpiper* embodied are no longer unusual, and she's been forgotten by foes and admirers alike. But *Sandpiper* is like a phoenix, rising from her ashes, more beautiful than ever. A *Sandpiper* with a new two-ton paint job, a new identity as a 'cruiser-shorthanded racer', a new aft-cabin, but still representing the off-beat concepts of Jim DeWitt.

The new *Sandpiper*'s dominant visual feature is her lofty fractional, triple-spreader rig that towers over a very narrow base and will provide impressive light air capability.

If you ask Jim why the complicated rig, he explains, "It's really quite simple." He wanted a means to bend and control his mast, but couldn't use the baby stay so popular with all-out racers. Why not? Because he plans to cruise and race shorthanded with a self-tending jib; a baby stay would interfere with such a jib, to say nothing of how it would overcomplicate a solo spinnaker jibe.

The complex-looking mast arrangement gives DeWitt the mast control he wants, and keeps the foredeck clean. It's able to do this because of a set of swept-back diamond spreaders he added about halfway up the mast and between the fixed spreaders. When loaded up the swept-backs push the lower part of the mast forward, which accomplishes the same thing a baby stay does by pulling. Off the wind the swept-backs would poke into the main, so they are released and permitted to swing forward against the uppers.

This is just one aspect of the extraordinary cruiser rig. There's also a plastic Headfoil 2 luff support system and a regular backstay for bending the mast up high. Then there's upper running backstays to control headstay tension for the fractional jibes, and low runners (or 'checkstays') to lock off the middle of the spar. That's all in addition to the usual standing rigging to support the mast athwartships and the previously mentioned adjustable diamond spreader stays.

It sounds like a lot of fuss, but Jim explains



# SANDPIPER



— absolutely deadpan — that when he goes cruising he wants to be sure he can claw off a lee shore.

As sailmakers, it's interesting to look at Jim's choices. He's packed a lot of horsepower into a very modern suit of 2-ply mylar laminate sails. One of these is a self-tending jib which floats back and forth without a club. It's trimmed neatly by a wire that comes back from an adjustable clew board on the sail to a car riding on a specially bent traveller. The set-up is no stranger to Soling sailors. This jib actually has more square feet of sail area than the main with a long leading edge, and eventually will have reefing capabilities added.

*Sandpiper's* inventory also includes a genoa for very light going, and a spinnaker for downwind sailing. Jim also expects to get many sailing miles out of a versatile reacher-drifter-windfinder type of poleless chute cut from ripstop nylon.

At first it seems surprising you'd find such a tall rig on a boat intended for shorthanded sailing, but it reflects Jim's belief that it's far

At left, showing her winning style in 1961.  
Below, being rigged for singlehanding in 1980.



DIANE BEESTON

# REBIRTH OF SANDPIPER



Traveller for self-tending jib, and blocks for halyards to be led aft; good gear for shorthanded sailing.

easier for a long voyager to shorten sail progressively as the wind builds, than it is for him to change sails. *Sandpiper*'s main can be reduced way down, but in many stages, thus permitting more flexibility than most skippers

demand.

All sail controls lead back to a battery of sheet stoppers in a console across the cabin top. They are accessible from any position in a very compact cockpit that looks like a

singlehander's paradise.

The boat's interior accommodations have been extended by the addition of an aft cabin that doubles as a navigators station in which there is ample room to lay out charts and work in comfort. This new cabin space was gained at some sacrifice by decking over the aft part of what had once been a spacious cockpit.

Casually viewed, *Sandpiper*, with her 'center-cockpit' and triple-spreader rig would seem to be a study in sailing contradictions. But it all makes a great deal of sense when you talk to the man behind the boat. Part racer, part cruiser, the boat demonstrates once again that there will always be different boats that are right for different people.

So *Sandpiper* is born again, to serve once more as an unusual floating laboratory for the creativity of a man who has been a genius in the art of sailing a boat. And although Jim threatens to go cruising, a serious singlehanded event, considering Jim's background, is in *Sandpiper*'s future.

- jocelyn nash

## Congratulations Again "Collage"!

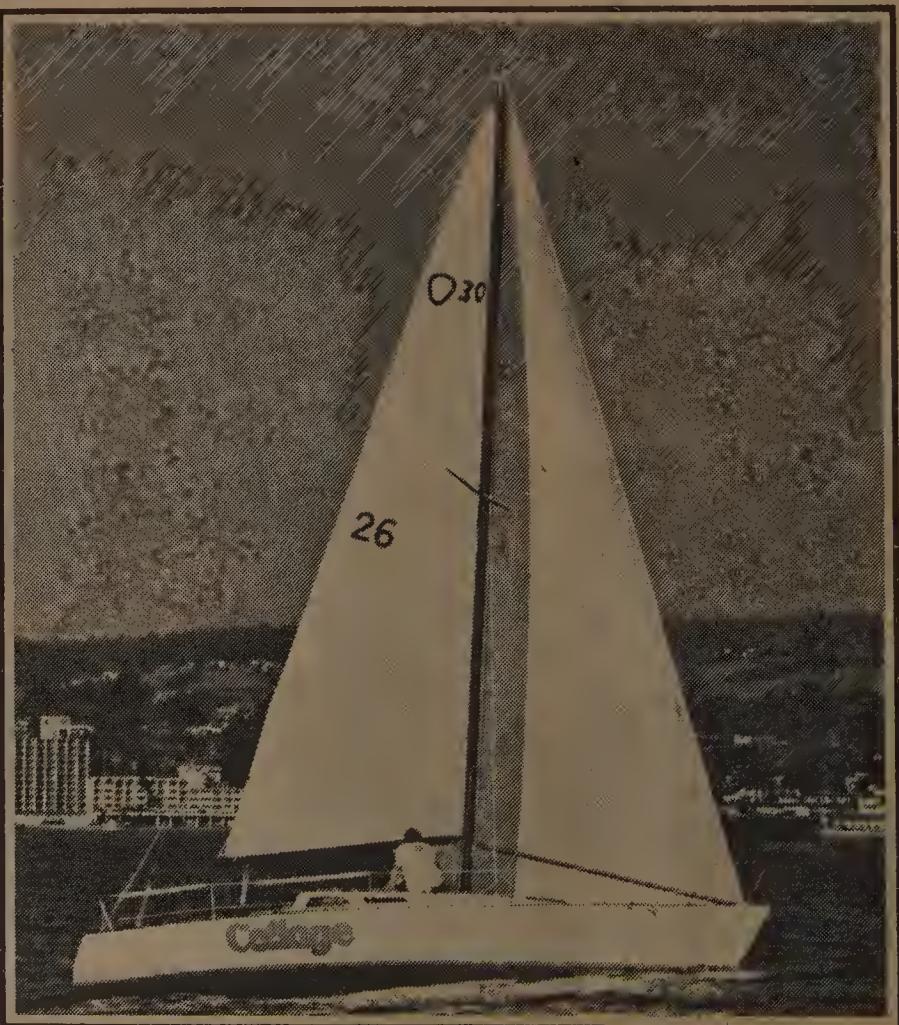
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# MAX EBB

One of the great things about working in San Francisco is that it's possible to commute to the City by ferry. Even though it costs more, takes longer, and in some cases uses more fuel than other forms of mass transit, there's something about being on the Bay that is conductive to highly productive use of time. Over the past few months I've found that taking the Berkeley Ferry to work was a good way to find the time to get a head start on some critical project waiting for me at the office. (Unfortunately for many East Bay residents, Blue and Gold finally got tired of losing money and the Berkeley Ferry is no longer operating).

The last time I took the ferry I didn't get much work done, but it turned out to be a very interesting trip. I was just getting some reports out of my briefcase when who should I see rolling her bicycle up the gangway but Lee Helm, my beautiful young naval architect friend.

"Morning, Lee," I said when she was inside. "Haven't seen you on the bus for a while."

"Hi, Max," she answered as she found a spot in the on-board bike rack. "My schedule's different this quarter — I have afternoon classes, so I take the ferry in most mornings and then come back on BART around noon. I have a pass that lets me bring

"Yes I remember that, Max. Have you been watching wave trains to see if it's true?"

"Well, first of all," I confessed, "I'm having trouble with the concept of a group of anything moving at different speed than the speed of the things in the group. And I've been watching sets of little waves breaking along the shoreline, but just can't see anything like what you described."

She thought for a few seconds . . . "I know what the problem is," she said. "I should have explained that it's only true for waves in deep water, that is, deep compared to the wavelength. In shallow water, the wave velocity is not such a strong function of wavelength so the different components of the wave train all move at about the same speed."

"Back up! I'm completely lost."

"Okay, Max. We'll start from the beginning as soon as I get my breakfast out."

"No, but the energy in it might have," she said. "You see, in deep water the energy in a wave moves with only half the speed of the wave, so any one wave is always losing energy to the ones behind it. If you took a series of photographs of waves in a long, deep-tank with glass sides, and kept track of an individual wave form, it would look like this . . ."

She started to draw on the back of one of my reports.

"If you follow a wave form, you find that it moves to the front of the group, then dies out. All the energy is contained in the group, which travels at its own speed."

I was skeptical, but interested.

"I know this is hard to accept, but if you watch carefully next time you're becalmed and a powerboat wake is approaching, you'll see it easily."

"Is that why it always seems to take so long for wakes to reach you?"

"Exactly — your eye sees waves moving at you twice as fast as the group — so it takes longer than you expect for the group of waves to arrive. I think you're getting it now."

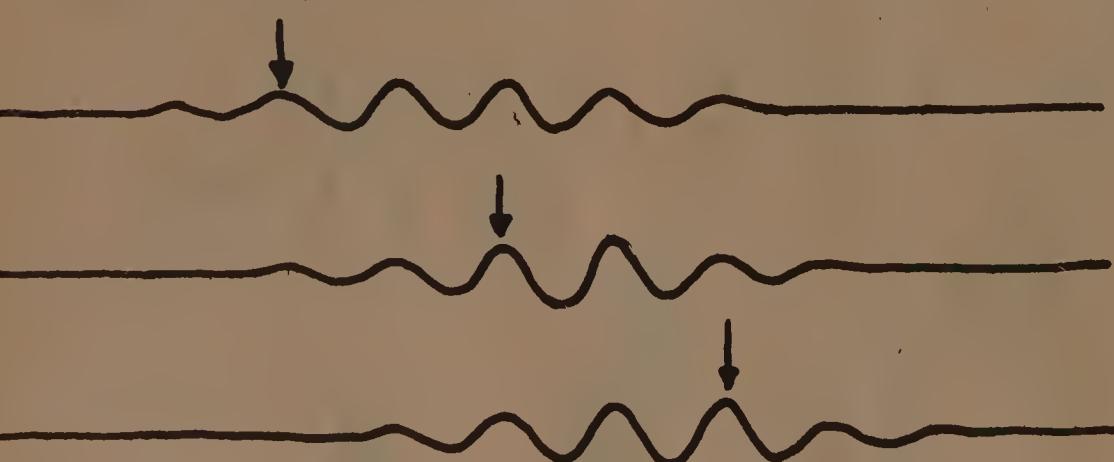
"It might make more sense," she continued, "to think of a wave group as the sum of two regular wave systems of slightly different wavelengths, so that they reinforce each other in the middle and cancel each other out at the ends. If you know that wave speed is proportional to the square root of wavelength, it's easy to prove that for long wave trains the points of cancellation move at half the average wave speed."

"Maybe for you," I said, "but what good is all this to me?"

"It's interesting to see how it explains things that good sailors already know by instinct. For example, when most sailboats are in surfing conditions, they're already sailing at a speed not too far below the wave speed, so that even though the waves are coming up from behind, the wave energy is being overtaken by the boat. This means that often you get a better idea of what kind of waves you'll encounter in the next few seconds by looking at the waves ahead, not astern. Since a surfable wave is generally longer than the boat, the usual technique is to put the bow right behind the crest of a big one and square off a bit. The wave in front will shrink, while the energy goes to the next big wave which grows right underneath the transom and starts the boat surfing."

"Is that why clipper ship helmsmen were never supposed to look back?" I asked.

"Could be part of it," she answered, "but I



Motion of a wave within a wave group.

my bike on during non-rush hours. Looks like you're setting up your whole office — okay if I sit here?"

"Please do. This stuff isn't anything important. But ever since our last conversation on the bus, I've been trying to figure out just what you meant when you said that 'a group of waves travels at only half the speed of the waves in the group' or something."

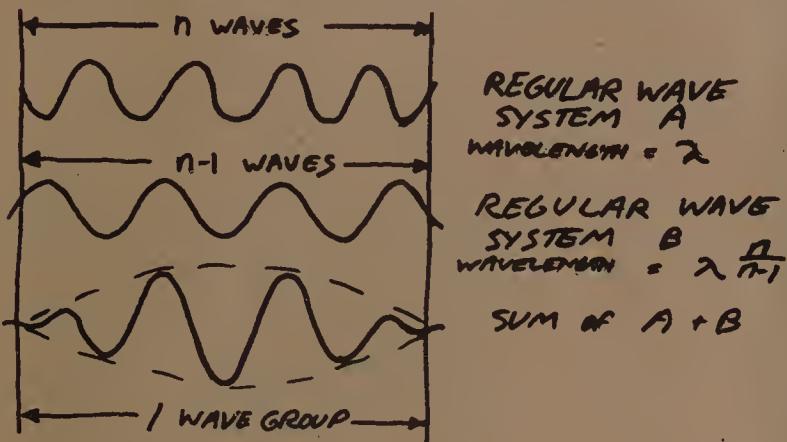
dividual waves in the group is because each individual wave has a very short life span. As soon as it moves to the front of the group, it dies out. New waves are always growing at the back of the group."

The ferry pitched slightly as we passed the marina breakwater.

"You mean that that wave didn't come all the way from Japan?"

# WITH LEE HELM

SHOW THAT WAVE GROUP VELOCITY ( $V_G$ ) IS  $\frac{1}{2}$   
INDIVIDUAL WAVE VELOCITY ( $V_w$ )



$$V_w = \sqrt{\lambda}$$

$t_A$  = TIME FOR ONE WAVE OF SYSTEM A TO PASS  
A FIXED POINT

$t_B$  = TIME FOR ONE WAVE OF SYSTEM B TO PASS  
A FIXED POINT

$T$  = TIME FOR ONE WAVE GROUP TO PASS A  
FIXED POINT

$N$  = NUMBER OF WAVE FORMS THAT PASS A  
FIXED POINT IN TIME  $T$

FOR ONE GROUP TO PASS, THERE WILL BE ONE  
MORE WAVE FROM GROUP A THAN GROUP B:

$$N t_A = (N-1) t_B$$

$$t_A = \lambda/V_w = \lambda/\sqrt{\lambda} = \sqrt{\lambda} \quad t_B = \sqrt{\lambda} \frac{n}{n-1}$$

$$\text{so } N\sqrt{\lambda} = (N-1)\sqrt{\lambda} \frac{n}{n-1}$$

$$N = (N-1) \sqrt{\frac{n}{n-1}}$$

$$N = N\sqrt{\frac{n}{n-1}} - \sqrt{\frac{n}{n-1}}$$

$$N = \frac{\sqrt{\frac{n}{n-1}}}{\sqrt{\frac{n}{n-1}} - 1}$$

$$T = t_A N = \sqrt{\lambda} \frac{\sqrt{\frac{n}{n-1}}}{\sqrt{\frac{n}{n-1}} - 1}$$

$$V_G = \frac{n\lambda}{T} = \frac{n\lambda}{\sqrt{\lambda} \frac{\sqrt{\frac{n}{n-1}}}{\sqrt{\frac{n}{n-1}} - 1}}$$

$$V_G = \frac{n\sqrt{\lambda}(\sqrt{\frac{n}{n-1}} - 1)}{\sqrt{\frac{n}{n-1}}}$$

$$\frac{V_G}{V_w} = \frac{n(\sqrt{\frac{n}{n-1}} - 1)}{\sqrt{\frac{n}{n-1}}} \text{ WHICH APPROACHES } \frac{1}{2} \text{ AS } n \text{ APPROACHES } \infty.$$

SO FOR LONG WAVE GROUPS, GROUP  
SPEED IS APPROX.  $\frac{1}{2}$  WAVE SPEED.

$$\text{ie, FOR } n=6, \frac{V_G}{V_w} = 0.523$$

think it was really so they wouldn't get scared half to death by what they saw coming. Remember that ocean swells travel very fast, because their wavelength is so long, and even the wave energy could be moving much faster than the boat."

"So in rough ocean conditions you might still see the dangerous waves coming from astern?" I asked.

"Yes — in theory. If you're at hull speed, the waves you're worried about have to be longer than four times your boat length for the energy to be coming from astern."

**S**he turned her attention back to her bowl of cereal, and I gazed out the window at the intricate pattern of waves on the Bay, wondering how anyone could make sense out of such a complicated phenomenon. Lee finished her breakfast, said she had some work of her own to get to, and excused herself.

I was engrossed in my reports as we approached the San Francisco ferry slip a half-hour later, when a sheet of notebook paper suddenly appeared in front of me.

"Here it is," said Lee Helm, "I don't think it will make much sense until you study it for a while, but it's the proof of the wave speed to group speed relationship."

I had a feeling that her mathematical proof was totally beyond my comprehension (especially when I saw the Greek letters), so I folded it in half, slipped it in a folder, and changed the subject.

"Thanks, Lee. I'll have a good look at it tonight. By the way, what are you sailing on these days?"

"I've been racing on a fairly competitive 34-footer. The owners are nice enough, but the food isn't very good, so I'm looking for another boat for the spring. Let me know if you hear of anything, will you?"

"I'll keep my eyes open," I answered.

"Thanks! See ya out there!" she said as she went to get her bike out of the rack.

As I collected my papers and reports, I noticed one of the Bar Pilot boats that had just left its slip a short distance to the north, leaving a nice, regular series of waves approaching my window. Sure enough, the waves behaved exactly the way Lee described them, always moving much faster than the group, dying out at the front by growing at the back.

Maybe someday I'll see if I can follow her proof!

Max: This 'proof' better not be some phoney mumbo-jumbo, or your check will be rubber.



**John  
Bertrand**

## Bertrand for Blackaller

The five new crewmembers of *St. Francis VII* have several things in common: they're all under 25 years old; they've all been junior members of the St. Francis YC; they've all won and/or placed in major international regattas as skipper and/or crew; and they all grew up sailing Lasers against and with each other. The countless hours they've spent tacking up the City Front on those 13-ft. singlehanders have affected the outcome of many a regatta in the past. From the looks of things, quite a few future races will be influenced by their presence as well.

The elders of the *St. Francis VII* syndicate have chosen John Bertrand, 24, to skipper their boat in the upcoming campaign. Crewing will be Craig Healy, Ken Keefe, Paul Cayard, and Steve Jeppesen. Their goals: to win the Six Meter North Americans in May at Newport Beach, CA; to win the Six Meter Worlds in Switzerland in August; and to successfully defend the American/Australian Challenge trophy off Newport, South Wales, Australia in February of 1982.

According to Tom Blackaller, who steered the *St. Francis* to victory in the previous four American/Australian challenges, John Bertrand is currently the best racing skipper in the world today. Heady stuff from a man who hobnobs with the likes of Dennis Conners and Ted Turner, but anyone who's followed small boat sailing for the past ten years would have trouble disputing the statement.

**J**ohn Bertrand began terrorizing El Toro sailors back in the late sixties. He singlehandedly dominated the Banshee class before progressing into the then growing Laser fleet. John spent hour after endless hour sailing with Jeppesen and Keefe and other members of the St. Francis YC Junior Program up and down the City Front. They were each given a Laser to race and maintain, and they used to travel from one end of the California coast to the other in a vintage Ford F-100 flatbed truck with an eight-boat trailer in tow.

"We had no real restrictions on us," John recalls now. "We had to keep the boats together. Don Trask would help us with spare parts. The yacht club gave us money for gas and entry fees, but we were on our own after that. It was a great experience!"

The salty classroom paid handsome divi-

# THE CHANGING OF THE GUARD

dends for the tall, sea-blue eyed Bertrand — he went on to win two Laser World titles and a host of lesser trophies. The Olympic bug hit and he switched over to Finns with little change. He won the Worlds once and finished second to Massachusetts' Cam Lewis twice. In May of 1980 he earned the right to go to the Olympics by taking the U.S. trials off Newport, R.I. Of course, politics denied him the chance to win a gold medal and he returned home to Marin.

"I was pretty frustrated about having put in three years of work and not even having the chance to fail," is how John feels about the Olympic blowout. "I accomplished most of the goals I set for myself, but still I felt numb."

Bertrand's a resourceful guy and has the ability to rebound from defeat and carry on. He moved out of his dad's house and into an apartment of his own in Sausalito, grew a beard and enrolled in the College of Marin, aiming towards a major in business. He certainly doesn't regret having spent so many years sailing and feels learning what it requires to win races prepared him nicely for studying in college.

Hanging out at the St. Francis watching the boats sail by, John got the itch to do something again.

"Sailing is a big part of my life," he admits readily. "I'd always thought a Six Meter campaign would be fun, but I didn't know what it would take to earn the skipper's position. I was really surprised when they asked me."

John quickly picked his crew and they started sailing together in early January. He's found the Six sails pretty easily through the water, although they've yet to test themselves against any stiffer competition.

"I always felt if I could learn to steer a Finn at world class level," he says, "I could learn how to sail just about anything."

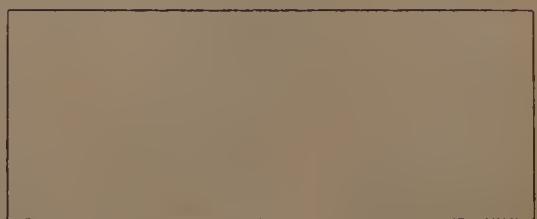
Only time will tell if Bertrand can, indeed, transfer his abilities to the larger, heavier boat. But don't bet too heavily against him.

**S**tationed immediately in front of the helmsman in St. Francis VII is the main sheet trimmer and backstay adjuster. Bertrand has Richmond's Craig Healy filling that role. The blond-haired, genial Healy, 23, campaigned with John in Finns. The two traveled many miles together.

Bertrand on Healy: "We've been to so

many regattas together I feel I know him well. He's fairly quiet and I like to sail without talking too much. I rely on him for information about boat trim and speed. I like the feeling of him close by."

Craig's first sailing experience was a disaster — during his second lesson at Berkeley's Aquatic Park ten years ago, he tipped over and scared the hell out of himself. He didn't look at a boat for a year, but eventually began to hang out at nearby Richmond Yacht Club. He helped launch boats and never refused a ride when one was offered.

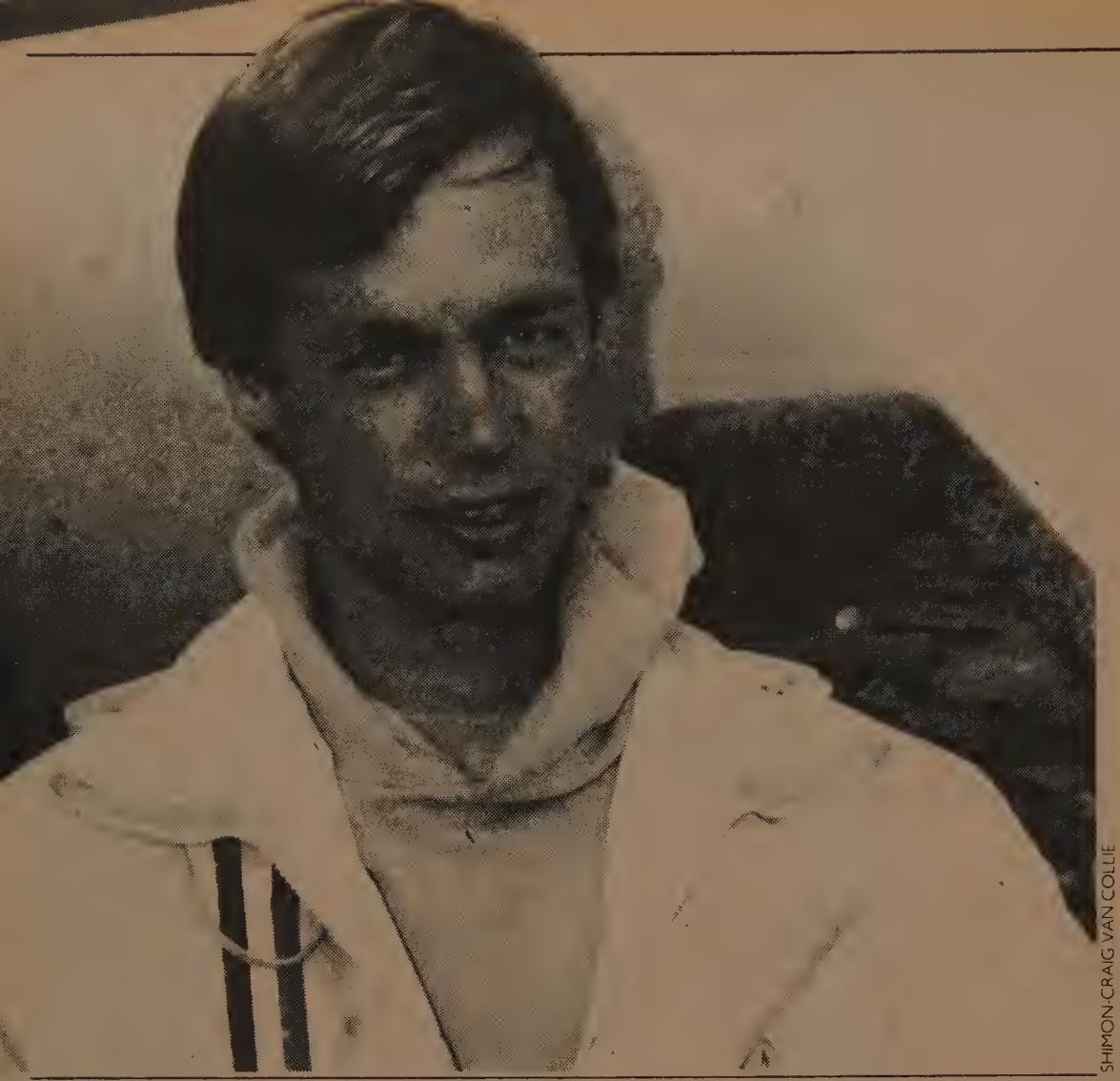


One day Rod Park said: "Hey, you're around here so much, do you want to join?" Craig immediately said yes!

Craig's the studious type and he had lots of sailing heroes parade by him at the Richmond dock. He remembers once in par-

## St. Francis VII





Craig Healy

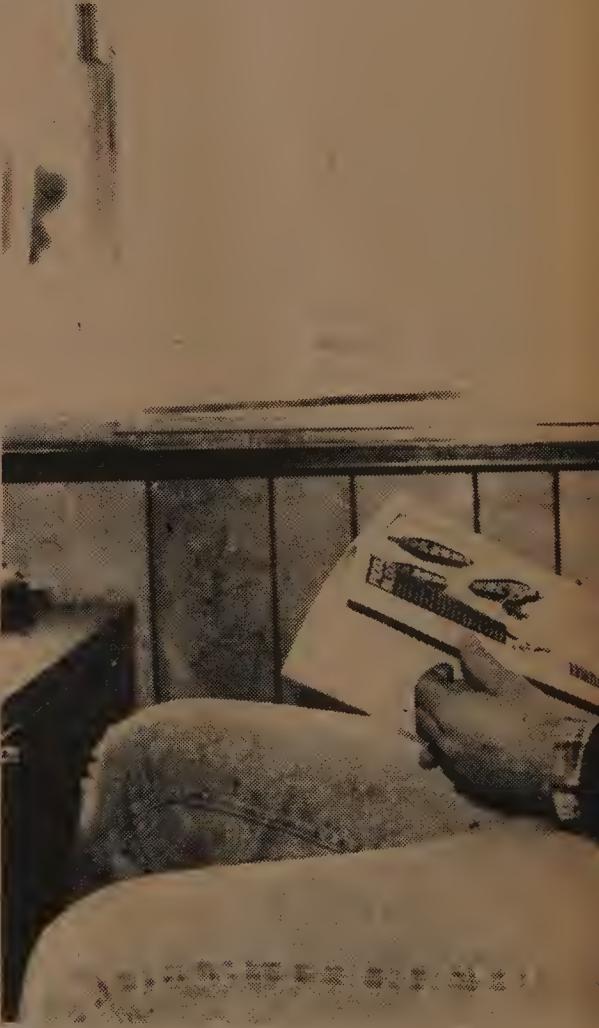
ticularly his association with syndicate head Charles Corbitt and Richie Boyd, who sailed the Six Meter *Ranger* with Ted Turner.

Craig was ambivalent at first about signing on for *St. Francis VII*. He likes sailing the boat, but he's also aware there are going to have to be some ego sacrifices made on the part of the crew.

"The skipper stands to gain the most in this situation," he says, again slipping into a contemplative mood. "We're on this planet for a long time, but we tend to want everything right now."

**S**tationed in the forward end of the

### Kenny Keefe



cockpit are the winch grinders and sheet trimmers: Kenny Keefe and Paul Cayard. Both are big, brawny, bushy-headed and boisterous.

Keefe, 24, is the elder of the pair, and has the most Six Meter time of the five. Before *Ah Si Si*, he was boat boy for *St. Francis V* and sixth man on *St. Francis VI*. When his boss, Ron Anderson, bowed out just before the 1977 defense, Kenny moved into his slot

ticular while sailing with Don Peters on a Soling, he met the closest thing on earth to god: Lowell North.

"We were out sail testing against North before the 1972 Olympic trials," he recollects. "The skippers switched boats and when Lowell came onboard, he took one look at our rig and immediately started adjusting things. I was really impressed by his ability to spot stuff so quickly. I set that as a goal for myself."

At 16 Healy was traveling across the country to compete in Soling events, much to his mother's chagrin. When Peters dropped the Soling program, Craig concentrated on Lasers. He made frequent trips across the bay to the St. Francis and became aware of Bertrand, Keefe and Jeppesen. He eventually became a junior member of that club, too.

In 1975, Craig got to meet another Olympian: Paul Elvstrom.

"People leave marks on those they interact with," he philosophizes, "and they affect our future."

Constant practice began to yield results in 1976. Bertrand won the Laser Nationals that year, but Craig won the final race — an omen of things to come. After John shifted over full time to the Finns, Craig became almost unbeatable in the Laser, especially on the Bay. He won CORK in Kingston, Ontario in 1978 and the North Americans and Slalom in 1979 before joining Bertrand in Finns.

Healy's also put in time on big boats: he sailed with Bill Fisher on *Presto*, and for Jim Truman on his *Ranger 23* and *Moonshadow*, a 31-ft. Wylie custom. They won the Danforth in 1975 and went to the S.O.R.C. in 1976. Craig sailed with Steve Jeppesen aboard *Tortuga* ("He probably doesn't remember me then," says Healy, ever the shy one) and with Ken Keefe aboard *Lois Lane* for the 1978 Big Boat Series.

Craig mixed sailing and going to school — he plans on being a dentist — with working at Ron Anderson's yard, where he got to know foreman Keefe better. Together they helped put together *Ah Si Si*, the Six Meter Dennis Conners was going to sail in 1979. Malin Burnham took over for the America's Cup-bound Conners with Conn Findlay and Ron Anderson rounding out the crew. Even though they were unable to dethrone Blackaller, Craig values the experience, par-

and got a trip to Australia to sail in the challenge defense.

"Australia was wild," he reminisces. "We sailed in the tail end of a hurricane. Our boat was incredibly wet and we had to bail all the time. Once the pump broke and we spent the reaches pouring water out with a bucket!"

Kenny's always been more of a big boat man than the rest of the *St. Francis VII* crew, but he cut his teeth with Bertrand and Jeppesen off the City Front.

"We must have sailed five or six days a week," he remembers. "We'd start at the breakwater by the harbor entrance and sail

Series. In 1980, he, Cayard and Jeppesen helped Warwick Tompkins clean up at Hawaii's Clipper Cup series aboard *Zamazaan*.

Keefe's boatbuilding and repair skills will play a major role in the *St. Francis VII* effort. He's worked his way up from gofer at Anderson's yard to foreman with 30 workers under him. He'll keep the Six together and handle the remodeling planned, including lopping two feet off the stern.

"Kenny's aware of his limits," says Healy. "He realizes he doesn't know everything about tactics and he's willing to learn. He's probably the best crew among us."

**P**aul Cayard, the youngster of the group at 21, doesn't lack in the crewing credentials either. Riding the wire for Gordon Danielson in a Fireball, they won the North Americans, Pacific Coast Championships and a S.B.R.A. season crown. In 1978 he helped Bill Gerard to a fourth in the Star Worlds. And in 1979 he crewed for Dennis Surtees and finished second in the 505

Worlds.

The handsome, mustached Cayard, now in his last year at S.F. State majoring in business management, started sailing El Toros on Lake Merced. He won the class North Americans in 1975. Two years later he burst onto the Laser scene and nearly stole Bertrand's North American victory, but finished third. Like Keefe, he's a bit on the big side for the 13-footer, but he's become a force in the Laser slalom, winning in 1980. He survived an early defeat to win six sudden-death heats, including the final two over Healy.

Cayard's skills became much sought-after by big boat skippers last year. He helped *High Noon* take the Stone Cup and L.A. Race Week, and then later did the same for *Zamazaan* at the Clipper Cup and Big Boat Series.

Paul Cayard



SHIMON CRAIG VAN COLLIE

on port tack to the north tower of the bridge. We'd reach back and start over again. We really got into good shape and learned how to race during that period."

Kenny got too big for the Laser and had no trouble finding crewing positions aboard the bay's big boats. He sailed with his dad on *Shillelagh* and went on the 1978 TransPac on *Racy*. Later that year he ran the foredeck of Huey Long's *Ondine* during the Big Boat

# 5 FOR VII

While Paul never took part formally in the St. Francis Junior Program, he's spent a lot of time with the other four practicing Lasers and feels their personalities mesh well, especially he and Keefe.

"Kenny and I make a lot of noise," he admits, "but we're used to it. We've come to know what we want from each other."

"So far, we've worked on learning how to sail the boat, which isn't easy. But we're getting good and I'm more and more excited about doing well when we start racing. I think we'll have a good time together."

"**T**here's no one better at being agile and quick on the foredeck than Steve," is the way Bertrand describes the final member of the squad. The blond-headed, bespectacled Jeppesen, 24, has long shown his gymnastic prowess jumping about on his Laser deck with the nimblest of feet. He's also talkative and impish, both of which traits may come in handy as the *St. Francis VII* affair wears on. Part of his role onboard, in fact, is to act as buffer for Keefe and Cayard as they grind and tail.

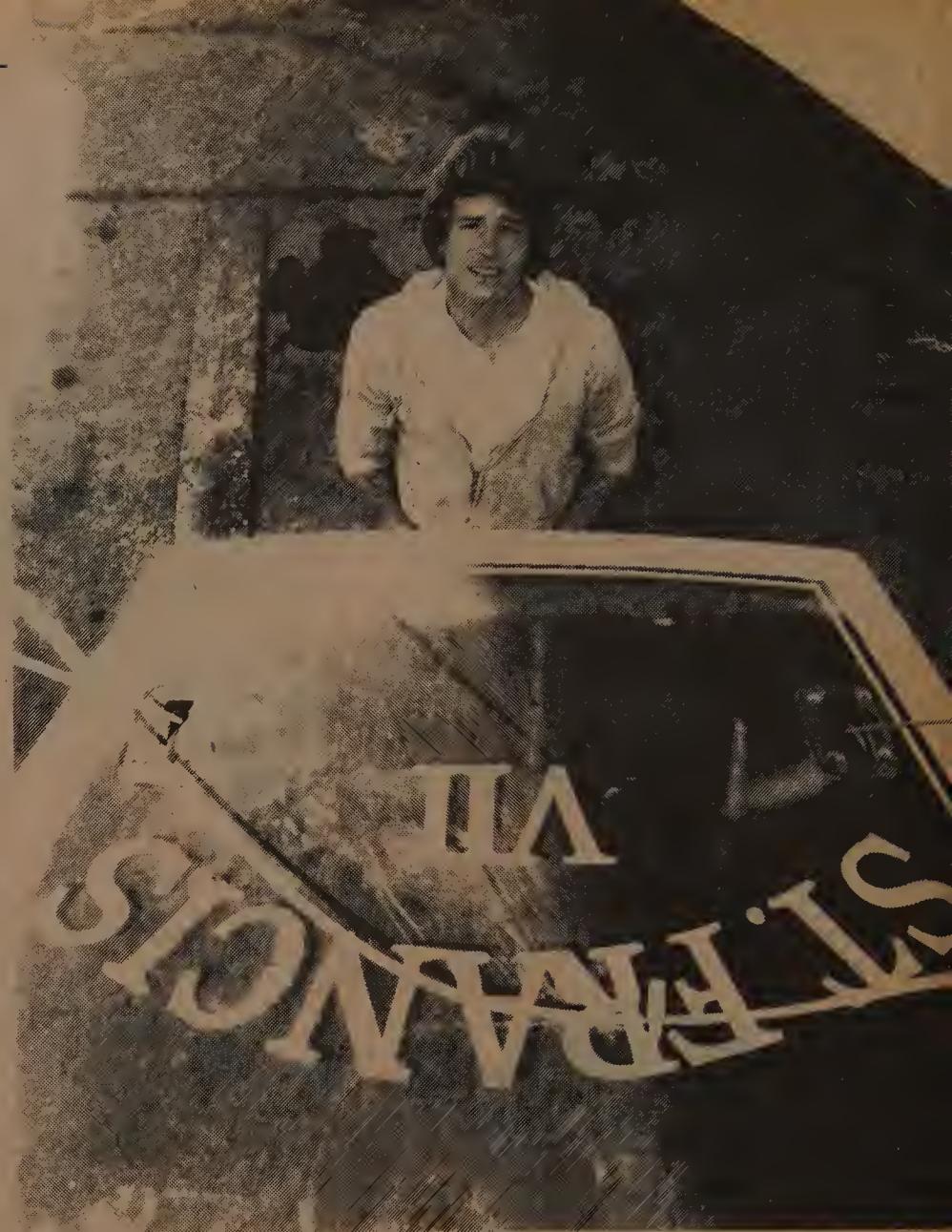
"Upwind," he explains, "my job is to fend them off each other in the small cockpit. I try and keep them from hitting each other and breaking stuff!"

Steve has probably been the most involved with the *St. Francis* Junior Program. He rapidly progressed from El Toros to OK dinghies to 420's before getting into Lasers, in 1973. He, too, vividly recalls the days of skipping high school to go sailing. The group had great fun traveling up and down the coast, getting better all the time.

"At the 1975 North Americans in Oxnard," he recollects excitedly, "John won and I was second. Van Drejas, who used to sail with us too, also did well. We were a little surprised at our success. I remember thinking — 'Hey, we can do it!'"

Steve himself never stepped into the winner's circle for a major championship, but he did place second in two North Americans and a Nationals. His ardor for the Laser cooled but was soon replaced by Star sailing. He and Keefe bought a boat in 1977 and campaigned hard through the 1978 Worlds

Steve  
Jeppesen



on the bay.

Steve and Kenny have also put in many hours organizing the junior agenda at the *St. Francis*'s Tinsley Island. They've built the program up to a summer full of lessons, symposiums and team races. Steve's taught sailing at Tinsley and on the bay for the past six years and derives great satisfaction from doing so.

In February of 1980, Jeppesen landed a job with Barent selling winches on the west coast. He felt he should get involved with big boats more, so he ran the show aboard *Pro Re Nata*, Dick Levine's Islander/Peterson 40, in the first half of 1980, "but the fun ran out" as he puts it.

Next stop was *Zamazaan* for the Hawaii series. Then he managed to get command of *Hawkeye* for the Big Boat Series, and relished the opportunity to train the California Maritime Academy students onboard.

"I love to teach," Steve states. "We had ten days to practice and we started real simple — just sailing upwind and learning how to put in a reef. We never got too good at headsail changes, but the kids were eager and fun to work with."

Jeppesen candidly admits sailing a Six Meter isn't his idea of a good time; he describes it as being in a torture chamber with a

bucket of cold water thrown on you every five seconds.

"Downwind I get to be up on deck and look around some," he says. "The main reason I'm doing it is to be with this group of guys. Someday I'd like to put together a program like this myself."

**I**f there's a weakness in the *St. Francis VII* program, it's hard to spot so far. They've got a proven boat, blue ribbon credentials and the full backing of their syndicate members. Tom Blackaller will be head coach and provide the sails. *St. Francis VII* designer and past crewmember Gary Mull, as well as other Six Meter veterans like Anderson, Tompkins, and Ed Bennett, will lend their technical expertise.

So far everyone seems fairly confident the group can live up to the task. As syndicate manager R. C. Keefe wrote in his appeal for syndicate pledges: "Across the world, Six Meter sailors have been waiting to hear who the *St. Francis* Yacht Club was going to have succeed Tom Blackaller. Now they know, and we expect they will not be overjoyed."

I suspect they're not too crazy about Healy, Keefe, Cayard and Jeppesen either!

— shimon-craig van collie

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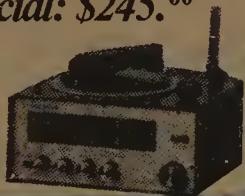


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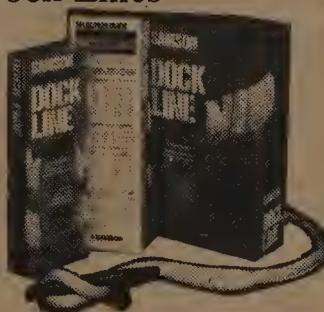
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# CRUISING CHRONICLES

Having evolved a conservative nature over the years, I am always one who considers all the negative possibilities before making a decision. There were a lot of them to consider as we planned our trip south and I dealt with them mentally one-by-one before we departed.

Although we'd sailed on the bay for ten years, we were novices when it came to the sea, and I was painfully aware of the magnitude of our inexperience and the vastness of that open water. We lived on our 35-ft. Dufour for five months prior to departure, readying her and ourselves to our best ability. At last, after many delays and aggravations, we actually waved good-bye to family and friends and sailed out under the Gate for the last time — destination: Florida!

I guess taking a cruise must have something in common with being pregnant! In both cases, people anxiously wish you well, but just *have* to tell you at least one horror story on the subject to ease your mind. As the tales of horror accumulated, my dreams of "Paradise" faded into oblivion. There is a positive side to that, though, for expecting the worst saves you from disappointment and guarantees your delight with every little thing that goes right. Such is the case on our trip, so far.

Having expected little from the Baja peninsula, we were fascinated with everything that came our way. Beauty is unquestionably in the eye of the beholder, and those who came before us and saw nothing must surely have had their eyes closed.

We had originally planned to go straight from San Diego to Cabo San Lucas non-stop. Our plans changed (Cruising Rule no. 1: Always be ready to alter plans). Then we joined up with the 37-ft. Tartan, *Francesca*

Mexican sunset. Leaving Cabo behind, heading for Puerto Vallarta.

JUDY ANDERSON



The hotels at Cabo San Lucas, approaching from the northwest.



for the Baja run.

Ensenada was our first foreign port and we stopped there on the advice of strangers to clear our boat through immigration — in case we might run into any problem farther down the coast.

Clearing a Mexican port is an annoyance more than anything else — as you must run from the Port Captain and the Immigration and back again. And those two offices are

almost always on opposite ends of the town. But we found people friendly and helpful in most cases, and it really doesn't take too long. That whole process was greatly expedited by our careful research beforehand — and our willingness to comply with *their* rules, working schedule, and customs. We are trying very hard to remember that we are guests in this country and to act accordingly.

We left Ensenada on the morning of Nov.

15th. We were able to get a bit of ice there but must now discontinue cooling our drinks to conserve what we have. We have also begun to use salt water for dish washing, bathing, etc. to conserve our fresh water supply. It's really not a problem except that everything must be wiped dry to remove the salt film.

We motored out to Isla de Toro Santos to check out our boat bottom in clean water. All

# CRUISING

the way down the coast of California we were plagued with kelp fouling our prop even though we were reasonably far offshore. Both Bill and Brian (our crew) donned their wet suits and dove to cut away kelp tightly wrapped around our propeller shaft.

Once again underway, there were only light winds, but the seas were incredibly rough for the lack of weather otherwise. I became seasick almost immediately, regard-

syrup. (I have a square teflon griddle which requires no grease and makes four of those tender little devils at a time.)

In the afternoon, young fishermen come out with lobster and abalone to trade. Our crew member, Bill, is the abalone expert, so I willingly relinquish my position in the galley to him on such occasions. In most places we were able to trade a six-pack of beer for four lobsters. We gave candy to the children and

the cool, green water beneath us about thirty-feet. We watched the brightly colored fish, sea urchins and a skate under our bow. Then the crew braved the cold and tried their hand at spear fishing. They got three fat ones and we ate them — not knowing what they were.

From Geronimo it was an overnight run to Turtle Bay. We tied our dinghy to the only available dock and all six of us scrambled up a fragile old iron ladder to the pier. As I clawed my way to the top, grumbling something to myself, a strong Mexican hand reached out and grabbed me, pulling me to safety. It was Antonio, a young apprentice abalone diver who was visiting Turtle Bay from his home on Cedros Island. Antonio spoke a little English and Francesca's first mate spoke some Spanish so we got along famously. He gave us a tour of the town, pointing out shops, the bakery and a good restaurant (well, sort of). The next day everyone rowed in again for the Holiday celebration of Pancho Villa's surrender. There was a parade, a horse race, cock fights and dancing. We found the people warm and genuine and were very glad we stopped there. The bakery is good and we found some fantastic apples and grapefruit at the market. The morning we left, Antonio knocked on our hull bringing gifts of abalone he had gotten himself and wished us fair sailing.

We spent a night in Ascencion where we

Above, the anchorage at Yelapa. At right, lobster traders.

less of the pills I took and retired to a prone position, eyes closed.

At daybreak we pulled into a small cove on Isla San Martine. The weather was cool and crisp and even though the anchorage had quite a surge, it was a welcome respite from the pounding we had been taking for the last twenty hours. We toasted the sunrise with hot coffee and cinnamon pancakes and headed for our bunks to sleep it off.

## Recipe for Cinnamon Pancakes:

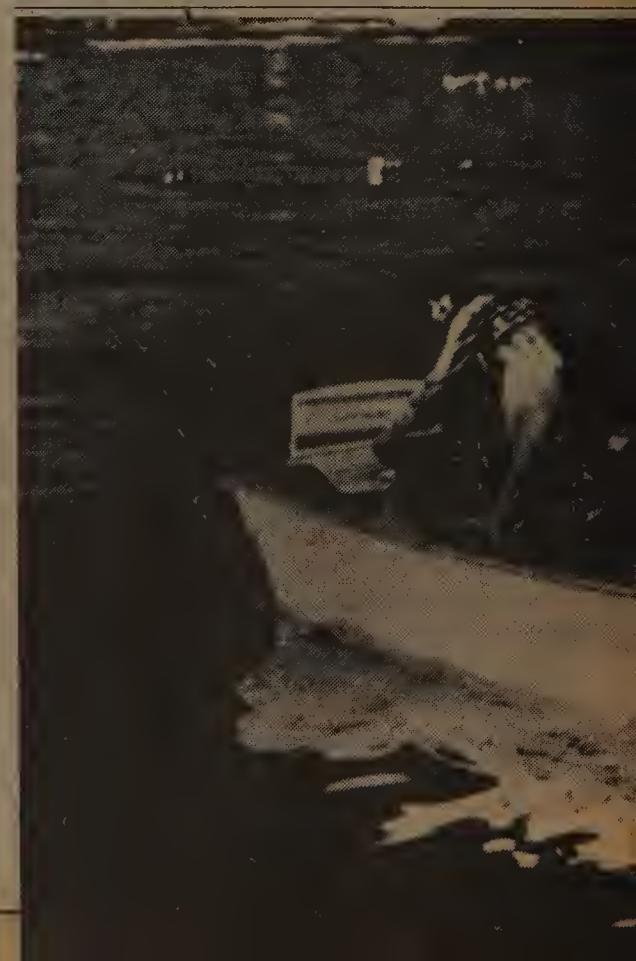
- 1½ cup Bisquick
- 3 eggs
- 1 Tablespoons Cinnamon
- 2 Tablespoons Powdered Coffee
- Creamer
- 1 cup water

Mix together well. Let stand at least five minutes before use. Pancakes should be thin and small and eaten with butter and maple

took a Polaroid picture of them. They watched it develop with interest, then fought over which one of them would keep it.

The next day we pulled our anchor and sailed off. For the first time since we left San Francisco on Oct. 28th, we had some decent winds. The nine knots there moved around from the south to become a northeasterly and we hoisted our radial. Pete Sutter (Sutter Sails) recommended this sail to us and it, indeed, is our favorite. We find it is very versatile up to about sixteen knots. It points 45 degrees easily and makes a great drifter with the main down and winds astern.

Francesca opted to spend the night at San Geronimo so we followed them in. We had heavy surge in this anchorage, too — so bad that we had to reanchor during the night and set up anchor watches. We awoke to another picturesque morning with visibility in



# CHRONICLES

left *Francesca* for a while and sailed on alone. I was finally successful at making a call on our SSB this morning after many tries. I always seem to have much better luck out at sea than in a harbor. The weather and water are definitely warmer now and we spend a lot of time in bathing suits tanning.

Another overnight sail brought us into Bahia Santa Maria just south of Point Lazro. Here we met the crews of *Silver Fox* and *Azahara* who were returning from the Mazatlan Race. The cruiser *Westward* graciously invited all of us for cocktails on their aft deck. The owners of *Westward*, Don and Ann, were lovely people and had many interesting stories to tell of their five-year circumnavigation.

We sailed the next day in a pleasant thirteen knots, lazing in the sun. I was on watch at 2200 when the wind kicked up suddenly and caught me all alone with too much sail up. A few shouts later, all hands were on deck changing sails in nineteen to twenty-three knot winds, and I thankfully relinquished my helm watch to a crew who is always very patient with their fair weather First Mate.

The morning brought some clearing and the winds quieted as we pulled into Cabo San Lucas on Nov. 26th. The little town with its white beaches and resorts was a welcome sight. We found *Annie O* and *Captain James Vashon*, friends we had made in San Diego



Surfing into shore in Mexico.

and anchored near them. *Francesca* made it in too, and we began planning our Thanksgiving dinner. We were unable to locate a turkey but found most things

available with a little searching. No one seemed to mind eating chicken with their sage and water chestnut dressing, candied sweet potatoe's, pickled peaches, etc.:

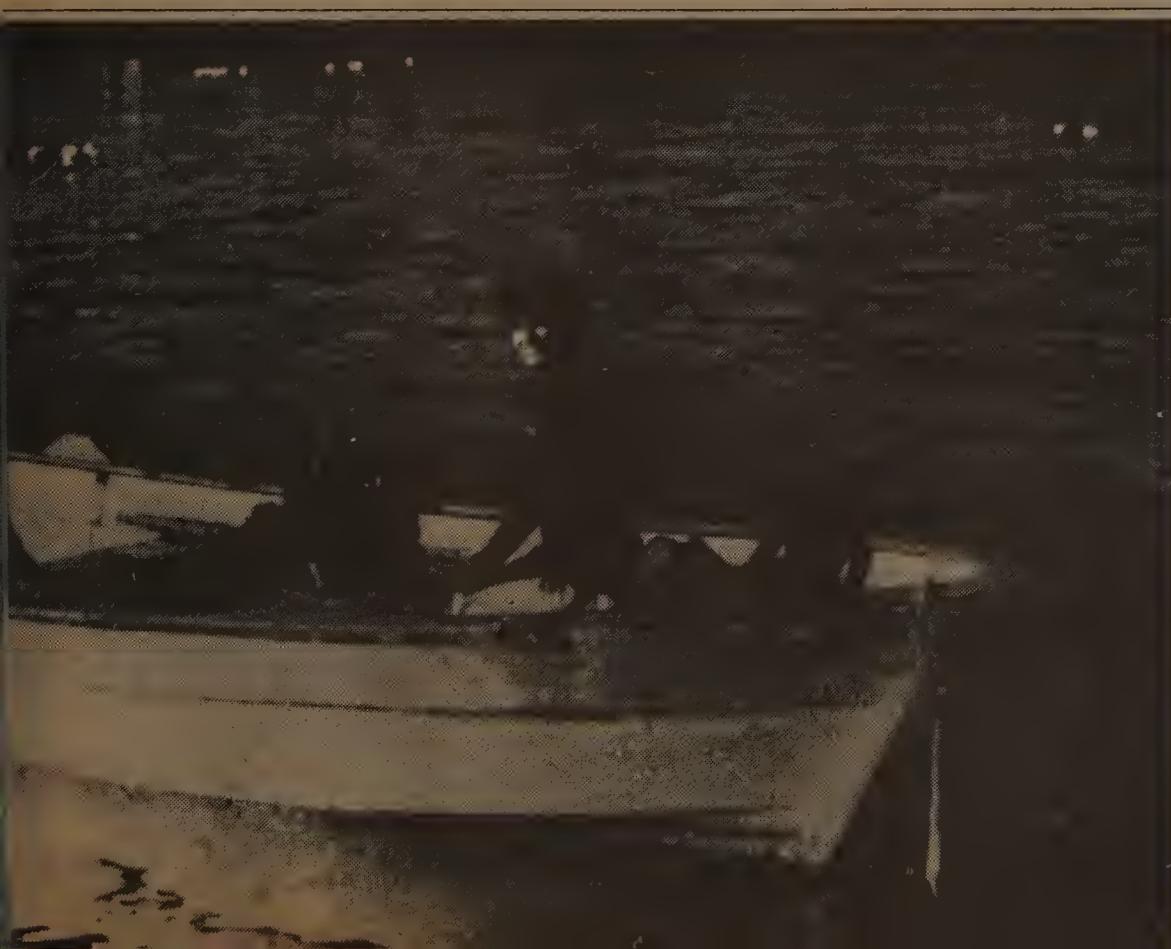
#### Recipe for Almost Pumpkin Pie:

- 3/4 cup Bisquick
- 5 eggs
- 1/4 cup Vanilla
- 1 sm. can seasoned pumpkin
- 1/2 cup sugar
- 2 cups water.

Mix thoroughly, pour into greased 9"x2" square pan, let set at least five minutes. Bake at 350 degrees for one hour or until knife comes out clean. Cool, cut in squares.

Ice, water and fuel are readily available in Cabo and most restaurants are safe and palatable. We found the Port Captain extremely helpful in advising us on where to find things and good places to eat. We had a wonderful week in this port and left with only good feelings. *Francesca* gave us a farewell party and we departed alone Dec. 3rd on a rhumb line course to Puerto Vallarta.

As we left land behind, the beautiful red sunset foretold a lovely day ahead which was delivered up right on schedule. There was little wind and it was quite warm and sultry so we stopped dead in the water and swam in an astounding depth, three at a time.



# CRUISING CHRONICLES

We are having so much more fun than I ever dreamed possible on this trip. There have been a few minor problems with the boat and crew and living in small spaces — but basically we are very happy with our choices. Having a crew is much more fun than having a wind vane. Bill and Brian have proved to be great sources of help, comfort, and entertainment and add much to our lives.

Everyday is a new adventure as we are all innocents enchanted by each new bird or fish sighted, by the dolphins that play with the bow of the boat and the whales we see at a distance. There is a special excitement that comes from cruising — always moving on to a new place beyond the horizon, never having to retrace our steps. The crew of the *Gitane* have indeed, become Gypsies.

The seas were lumpy all night allowing us little sleep even though we were just motoring. There was no moon at all, but an abundance of stars and a glow in the sky from the mainland even though we were far out to sea. Land was not sighted until five a.m. this morning during Dick's two hour watch. Our timing was off for entering Puerto Vallarta on a week-day so we decided to anchor at the southern most of the three Sisters of Isla Santo Marios. Some fishermen greeted us and directed us into the lovely lagoon. The fishermen were catching many sharks and tossing their carcasses into the lagoon for the



Judy in Yelapa.

We pulled fishing lines for the first time for fresh meat. We gave up use of our  $\frac{1}{2}$  cubic foot freezer in Cabo as it just used too much power so fresh fish will become increasingly important to us. At a speed of two knots and with a one hundred-ft. line with a blue and white feather jig, we hooked a three-ft. Dorado. The hook was not well set and we lost him trying to get him aboard — but I wasn't sorry. He was the most beautiful fish I had ever seen. I had no idea they were such a myriad of fluorescent hues, and breaking water the sun danced off him as if he were a huge perfect gem. Later on we successfully landed two albacore that suffered for our meal.

We anchored at a small cave called Yelapa south of Puerto Vallarta to wait for Monday. At last, we had found "Paradise"! Yelapa is lush and green, complete with grass huts sprinkled on the hillsides, waterfalls and multitudes of flowers cascading from the trees and over the stones. This village is visited by tour boats for a few hours everyday and is accessible only by boat. The women carry their baked goods on their heads down to the beach to sell to the tourists and pound their family's laundry clean down on the river. Yelapa is a place out of a storybook that we never wanted to leave . . . we thought, until Monday morning when further ports beckoned once again.

— judy anderson

fish and birds so there was no swimming here. This anchorage gave us our first encounter with green foliage we had had since San Diego. We pulled out at midnight to insure making our next landfall in the daylight hours.

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Like good wine, good violins, good books, and good friends, good boats lose nothing in growing old. The Nordic Folkboat is a case in point. As one-design sailboats go, the Folkboat is a senior citizen but, by any standards, has lost nothing with age. If anything, it is a better boat today than when it was conceived 40 years ago.

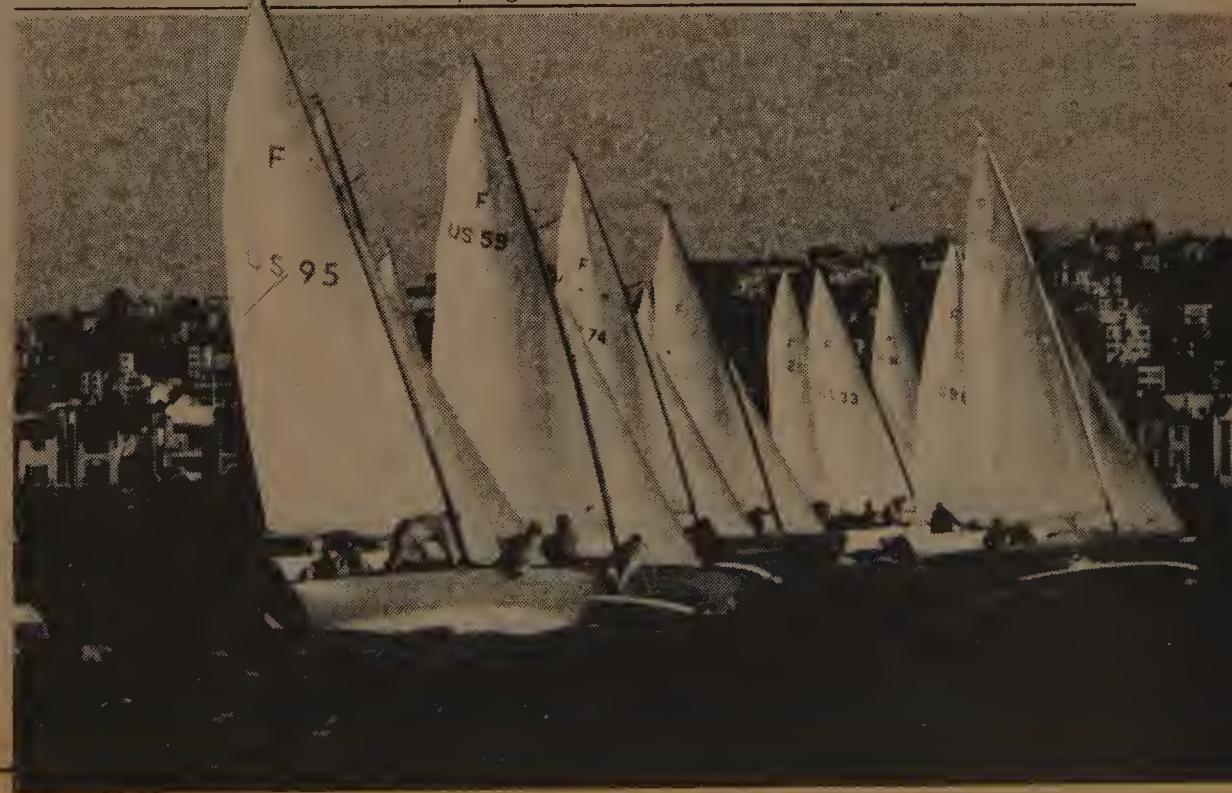
Because of the large number of European Folkboaters who want to enter the regatta, the associations of Denmark, Sweden and West Germany are using their 1980 national championships in qualifying crews for participation. This procedure assures the presence here of the top sailors from each country. The local fleet will qualify its entrants in a six-race series to be sailed in early April.

In the first regatta, held in 1977, Danish crews dominated with the best local finisher tenth. In 1979, the bay sailors did much better, taking five of the top ten places. Dane Henrik Sorensen won both events and will be on hand to defend his title this year.

Competition in the local qualifying series will be intense. Among the twenty-five skippers expected to seek a place in the main event will be seven former Folkboat season champions and four runners-up."

Intense competition is the norm in Folkboat racing. In the past five years the fleet has had five different season champions — and none of these, after at least sixteen races, has won the title by a point spread of more than two. Only once in those five years has the winner been decided before the final

1969 Wednesday Night Race at the Golden Gate YC, 19 boats hit the line.



1969 Wednesday Night Race at the Golden Gate YC, 19 boats hit the line.

F

US 95

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US 59

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74

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33

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69

NORDIC

# NORDIC FOLKBOAT

## SAIL & RIGGING SPECIFICATIONS

San Francisco Bay Folkboat Association 1966

All dimensions converted from mm.  
to the nearest .01".

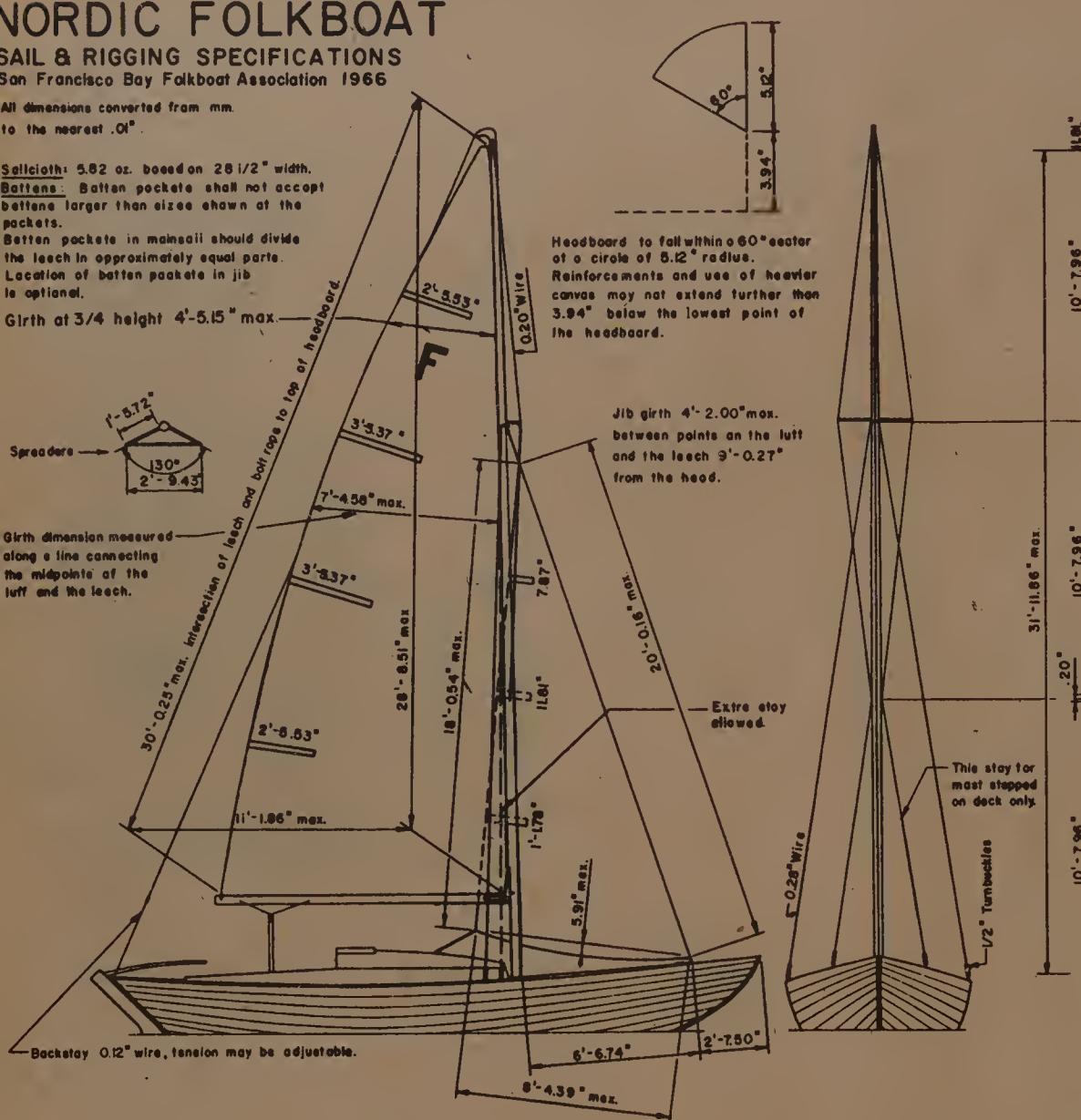
Sailcloth: 5.82 oz. boxed on 28 1/2" width.  
Battens: Batten pockets shall not accept battens larger than sizes shown at the pockets.

Batten pockets in mainsail should divide the leach in approximately equal parts. A portion of batten pockets is ill.

Location of batten packets in jib  
is optional.

G-1-Ab at 3/4 height, 6'-5 1/2" m.

Girth at 3/4 height 4-



Thou shalt not deviate on a Folkboat.

regatta of the season.

Despite a wide age difference in boats, they match up remarkably well. Today 92% of the fleet are wooden boats imported from Denmark and Sweden. Thirteen are more than 30-years old and only two less than 15-years. Age has not been a drawback: the most consistent boat over the past ten seasons is one of the oldest — and the 1979 and 1980 winners were both built in the 1950s.

Six of the boats are fiberglass, built since 1975 when glass hull construction was approved by the Scandinavian Sailing Association, the international authority for the class. Svendsen's Boat Works in Alameda, the only authorized American builder of fiberglass Folkboats, is currently producing two more.

The classic lapstrake hull of a Nordic Folk-boat is, in round figures, 25-ft. overall and 19-ft. 9-inches at the waterline with a beam of 7-ft. 2-inches. The boat draws about 4-ft., displaces 4,740-lbs. and carries outside ballast of 2,250-lbs. In competition, the boat

uses only working sails with a total area of 230 sq. ft.

One of the major reasons for the longevity of the class is its ability to handle all kinds of weather conditions. The boat, created for the fickle moods of the Baltic Sea, has proved to be one of the very best in coping with the heavy winds and erratic chop of San Francisco bay.

The Folkboats' full keel, lapstrake contours and simple but sturdy  $\frac{3}{4}$  rig give it the stability, maneuverability and power lacking in many of the new one-design classes which have made brief — and sometimes disastrous — appearances on the bay.

Among small keelboats, here and around the world, only the Star and Dragon can document accomplishments similar to the Folkboat in durability, fleet size, competition and maintenance of class integrity.

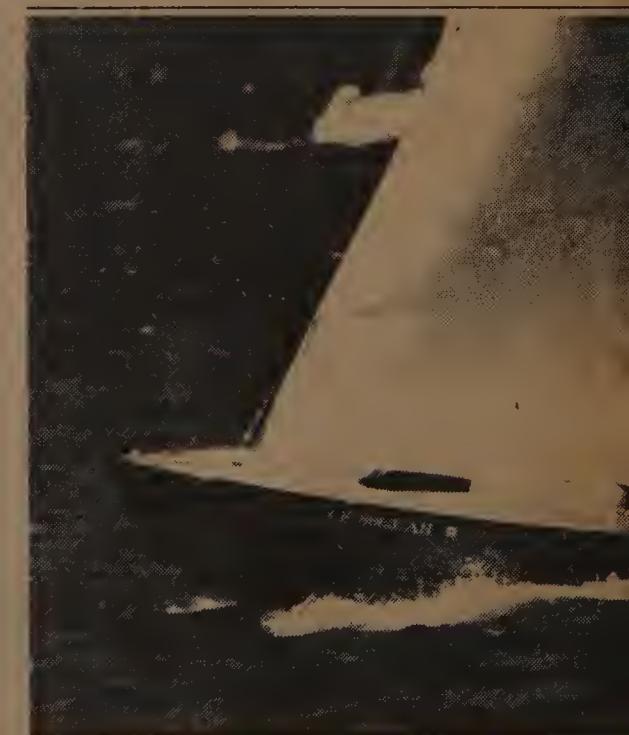
**T**oday there are some 4,000 certified Nordic Folkboats in the world. Construction

of the boat slowed in the mid-1970s when the cost of lumber and labor soared but with the approval of fiberglass hulls, orders for boats have exceeded production capabilities. Since 1977, more than 500 fiberglass boats have been built in Danish and Swedish yards.

In Sweden, Denmark and northern West Germany, the Folkboat is "the boat". Sweden has a fleet of some 1,700 boats and the Danish fleet numbers more than 1,200. In both countries, entry lists for regattas often exceed 100 competitors. There are also sizeable fleets in Finland, Poland, England, Switzerland, and Australia, and Folkboats can be found in such places as Yugoslavia, Austria, the Soviet Union, Argentina, Japan, Canada, the Great Lakes and Atlantå.

Many San Francisco bay skippers and crews have competed in the major Folkboat regattas of northern Europe — at Kiel, Copenhagen, Kerteminde, Malmo and Travemunde. And the Bay Association maintains close lines of communications with the parent authority and the Folkboat fleets of the Baltic countries. All of the major fleets conform to tightly-regulated rules and specifications.

Much of the credit for the longevity, diversity, activity and international flavor of Folkboating on the bay must go the Association which this year is marking its twenty-fifth



### year of doing business

The Association was formed in 1957 and

# FOLKBOAT

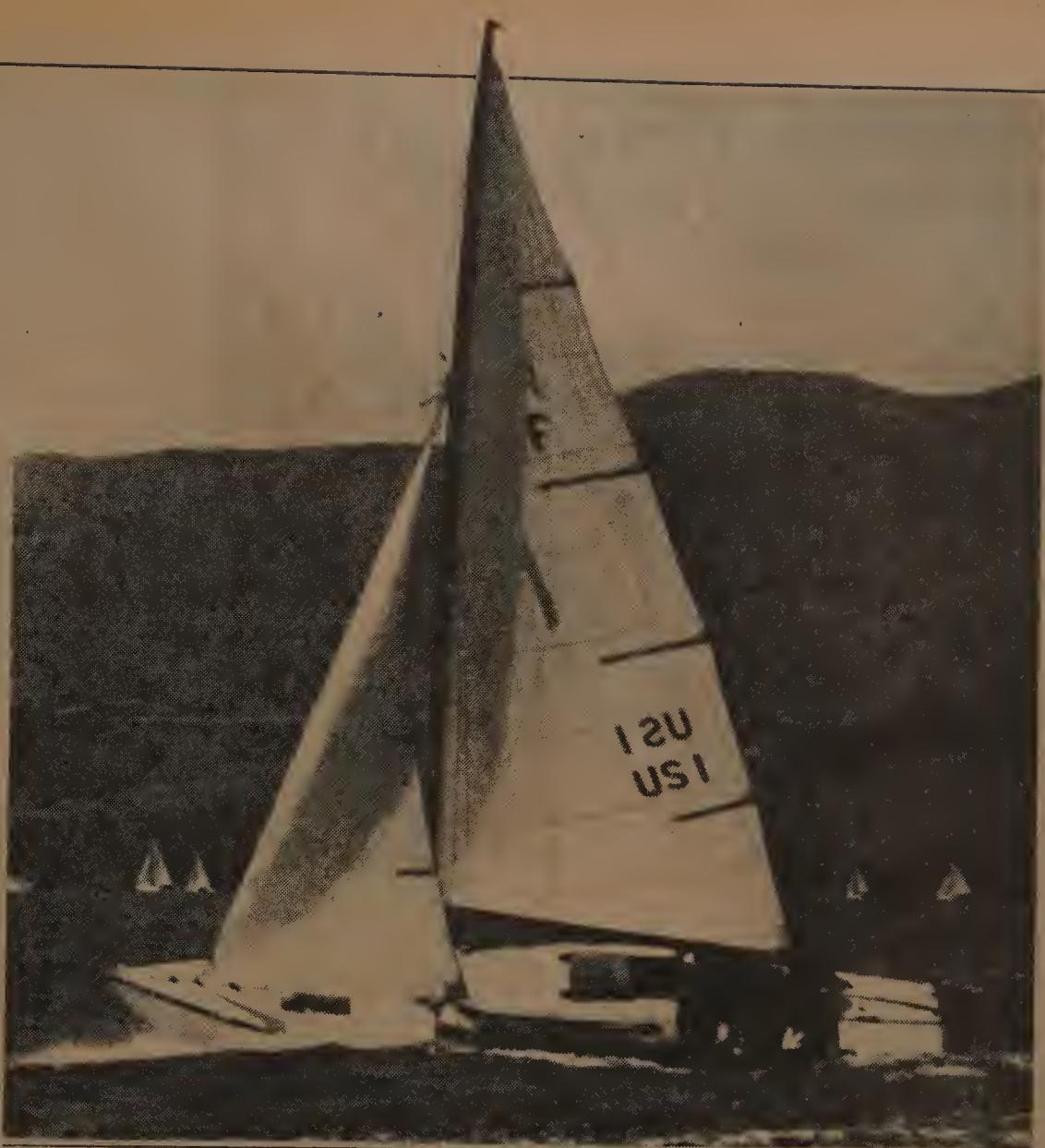
its first president, Fred Vogelsberg, is still an active Folkboater. Among the one-design keelboat classes on the bay, only the Star, Bird and Bear class organizations are older than the Folkboat group.

The Association, currently on leave from ODCA, devises its own format and schedule for racing, with emphasis on two-day, multi-race regattas sailed on eight-to-ten mile Olympic-type courses. Some of its events are sailed under the KIF banner along with the Knarr, IOD and Bear fleets. This year, including two evening series — one on the CityFront, the other on the Oakland Estuary, some 40 races will be sailed.

The fleet also has women's events, intercity competition, an annual singlehanded championship race and a race for "conjugal-related" couples. It also schedules association meetings, seminars, barbeques, picnics and parties. Many of the events are family affairs. Folkboats are what the name implies — boats for all the "folks".

With a number of the older Folkboaters on the bay looking at retirement from the Association's busy schedule, the fleet this year will begin an active recruiting campaign. Says class President Rolf Gille, "We are after young people who are looking for a boat in an active class — a proven, seaworthy boat which can be a good investment at a moderate cost.

"Our fleet members will be happy to show off their boats and even take prospective owners out for a sail. And we have a good



This 1962 photograph celebrated the arrival on San Francisco Bay of the historic Peter Pan, the first Nordic Folkboat ever built. Built in Vejle, Denmark, in 1943, it was the prototype for today's world-wide fleet of some 4,000 boats. Shortly after its arrival here, it was renamed Old One. Still active and in excellent shape, it is now owned by Wayne and Sharon Dutton of Burlingame.

who will be glad to talk to sailing clubs and other groups."

"Folks" interested should contact Gille at

at 233-0199.

— gordon waldear

JOHN HUTTON, JR.



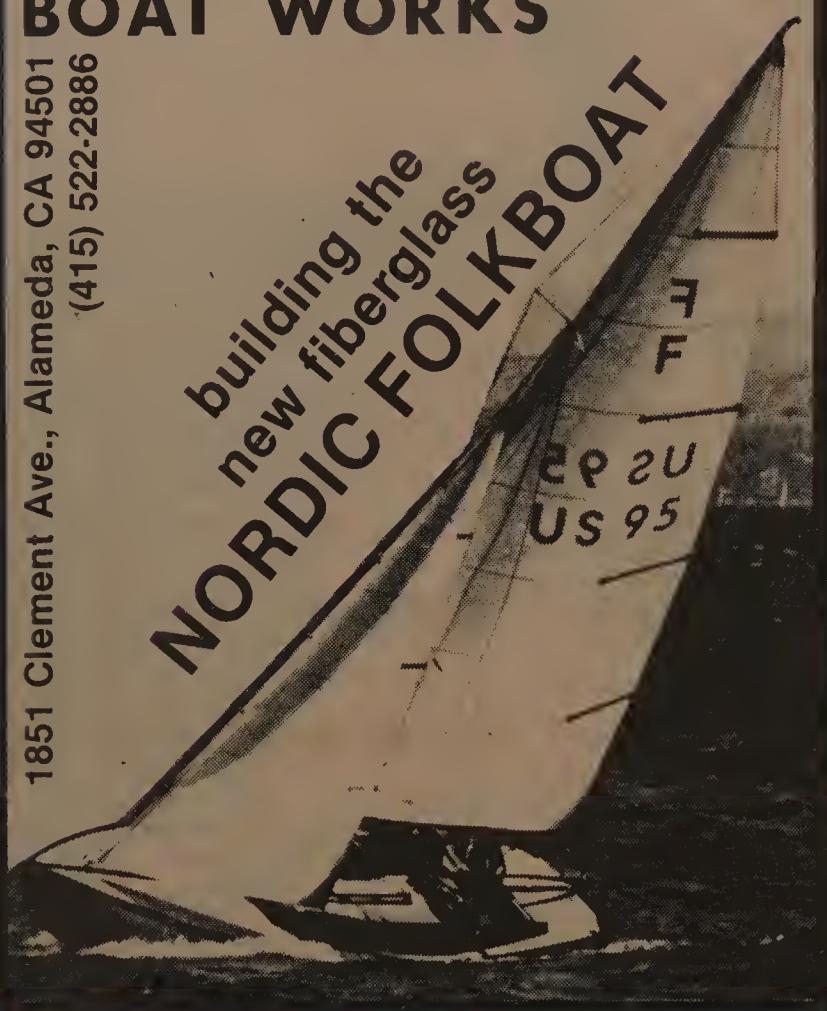
film which provides an exciting picture of Folkboats in action. We also have speakers

937-1678; Svend Svendsen at 522-2886, or Association Secretary Louise Vogelsberg

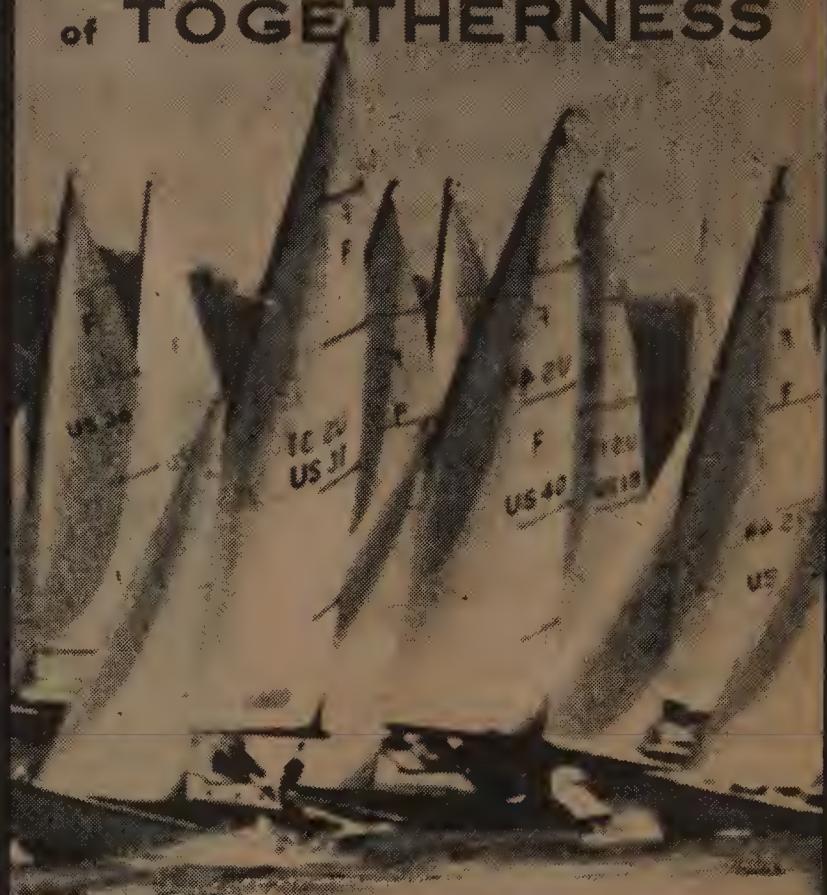
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25' Hunter .....	9,750
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27' Sun Yacht, Perry-designed .....	24,400
27' Cal, loaded .....	24,000
28' Columbie .....	18,900 ★
30' Santene, loaded .....	33,900 ★
30' Islander, clean .....	33,300 ★
30' Tartan .....	39,900 ★
30' Motorsailer (wood) .....	14,500
30' S2 ctr. ckpt., '80, low down, tske over .....	49,800 firm ★
31' Bombeby Pilothouse .....	49,500
32' Columbis 9.8 .....	38,000 ★
32' Tahiti ketch (Dreadnought) f/g .....	47,500 ★

35' Fentesta .....	75,000
37' Teyans, salty and fast .....	78,000
39' Ingrid .....	55,000 ★
40' Columbis .....	52,000
40' Chilenger .....	92,500
42' 1893 F Stone s/p., clean .....	22,500 ★
43' 30' Sq. Meter .....	18,500
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50' Ingrid Crosby, nicest .....	129,000

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# RELIEF AT LATITUDE 36

There are probably few boats that intend to put into Morro Bay, mostly because they have other places to go. Boats heading south would rather push on around Point Concep-

120-ft. of dock space for visitors, and six moorings. Riddel acknowledges that the dock space and moorings are kept busy during the summer, but "we've never had to



If you can't identify Morro Bay on a clear day, it's time to hang up your cleats.

tion to the warm weather and consistently smooth seas. And boats headed north, most with their vacation time spent, prefer to earnestly push ahead and put the wind-whipped central California coast behind them.

Nevertheless, many scores of boats put into Morro Bay each year, and are glad to be there. Cruising boats headed south from San Francisco often stop, their crews exhausted from anxiety and the first two debilitating days at sea. Boats headed north, beaten and pummelled from a bitter rounding of Conception, seek relief from the onslaught.

Ironically these refugees of the weather are not fleeced, but treated royally by the 'only game in town', the Morro Bay Yacht Club. The club extends reciprocal privileges says Commodore Doug Riddel "to anyone who belongs to another yacht club." And they offer what weary sailors crave most; a secure place to hang their boat. There's a

turn anyone away yet." There is no time limit on tying up, but dock space is closed on weekends to visitors so the club can hold their races. Typical of the Morro Bay YC's gracious hospitality, visiting boats are encouraged to participate.

Straggling in from the weather, most visitors would gladly pay OPEC prices for berthing, but rates are among the lowest on the coast. Six dollars for boats up to 40-ft.; seven dollars up to 50-ft.; and eight dollars for up to 60-ft. boats.

Facilities are superb. The club's two hundred members have just completed construction on an exquisite 4,000-square foot clubhouse overlooking Morro Bay, complete with a cozy fireplace and a scaled-down version of a Rhodes 33 for a bar. And there are several of the sailors best shoreside friends — hot showers!

Morro Bay's distinctive landmarks make it hard to miss on a clear day. The 600-ft. tall



Common sense indicates this would be a bad day to enter the breakwater

Morro Rock is the primary landmark, and three tall PG&E powerplant smokestacks make verifications easy. Fog, unfortunately, is a very common problem in the morning and evening. If visibility is poor, the west

breakwater, which extends from the base of Morro Rock, is equipped with a radio beacon (dash dash on 310 kHz for a range of 15-miles), a white light (flashes every five seconds), and a foghorn.

The entrance to Morro Bay has a history of boating accidents as long as the bay itself, yet according to Chief Harbor Patrolman Gerald McSpadden, "If people would just use a little common sense, there would be no problems." Common sense, for example, when not to attempt to enter the harbor at all. McSpadden says there are about twenty days during the average year that the harbor entrance is too rough to use. In the last week of January, for example, the 95-ft. Coast Guard cutter, *Cape Hedge*, stationed in the bay, decided not to risk the entrance.

If you're skeptical about entering, both the Coast Guard cutter stationed at Morro Bay and McSpadden's harbor office monitor Channel 16. The latter monitors from 8 a.m. to 5 p.m., during which two patrol boats are on duty; they are on call twenty-four hours a day. "The smart ones call and ask us which way to come in," says McSpadden, "we will assist in anyway we can."

If the harbor entrance is closed, the closest two places of refuge are Port San Luis which is eighteen nautical miles to the south, or San Simeon Bay, some twenty-three miles to the north. Anchor north of the breakwater at Port San Luis, but don't anchor at all at San Simeon if the weather is from the south.

As you approach the Morro Bay breakwa-



The secure anchorage as viewed from the yacht club.

MICHAEL WRISLEY

# RELIEF AT LATITUDE 36

waves are big, Commodore Riddel suggests you hug the west breakwater and swing around inside as soon as possible.

One word of caution for the skipper who always insists on sailing in — don't try to sail into Morro Bay. The lee side of 600-ft. Morro Rock effectively cuts the wind, and currents inside the bay run at up to four knots. Because of the strong tide action, Commodore Riddel suggests that yachtsmen use a bridle with two lines knotted at the eye of the mooring. Chain is preferred.

Once inside the breakwater, the Morro Bay YC is located approximately a quarter of a mile down the channel on the port side, the side on which the water tends not to shoal. After tying up at the club, contact either Port Captain Joe Hacker (772-4859) or his assistance, Joe Tilton (772-3975) for keys to the shower and the head. A five dollar key deposit is required for the showers.

Morro Bay is a charming little town with great fish — "the fish you eat today, slept last night in Morro Bay." Food, fuel, and other supplies are all available during normal



MICHAEL WRISLEY

Morro Bay's new clubhouse.

with floats designed to a nautical theme, and a lighted parade of boats on the Saturday

A scaled-down Rhodes 33 makes this a real sailor's bar.



MICHAEL WRISLEY

ter, you'll find the entrance marked with red and black buoys. Since a large shoaling area extends into the channel from the south, McSpadden advises staying close to the black buoys, particularly at low tide. If the

hours.

Highlights of the year is the September Rockarama, the equivalent of Tahiti's Bastille Day — which has nothing to do with the Rolling Stones — but is a parade on land

night prior to Mother's Day.

How do you spell relief on the central California coast?

M-O-R-R-O B-A-Y Y-A-C-H-T C-L-U-B.

— michael wrisley

# MEXICAN

## SANTA CRUZ 50 MEXICAN RACES

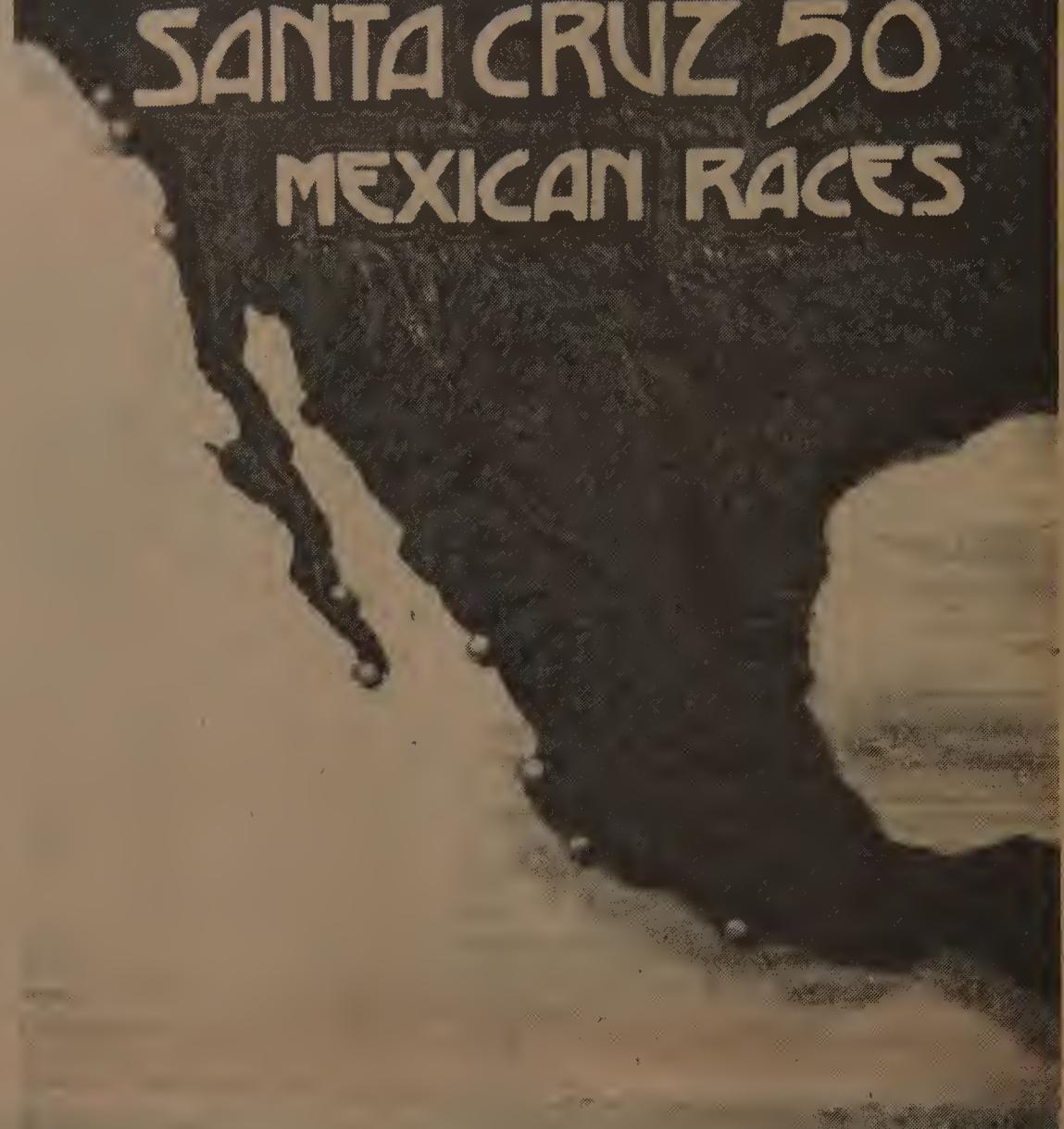
Fred Preiss' 84-ft. home-built *Christine* has always been considered a boat of great potential, but she's never really walked away with the hardware until last month's Marina del Rey to Puerto Vallarta Race. A veteran of defeats in two TransPac's and several Mexican races, *Christine* waterlined the fleet in overwhelming light winds to take First-to-Finish, Class A, and Corrected-Time honors. Her strongest competition came from two-time Puerto Vallarta Race winner, *Ragtime*, who also holds the course record of five days and four hours. *Ragtime* began losing ground to the much larger *Christine*, which finished in five days and seven hours, from the beginning and continued to drop further back for the remainder of the race. *Ragtime* did, however, manage to take second.

From Los Angeles to Cabo San Lucas the winds peaked at fourteen to sixteen knots, and dropped as low as four to five knots. While crossing the Sea of Cortez some boats briefly hit gusts up to thirty-five knots, but most had moderate air. The entire fleet died around Tres Marias, thus setting up some exciting boat-for-boat duels to the finish line.

The finest of these duels, and one of the tightest finishes in long distance ocean racing, was between two Santa Cruz 50's, *Oaxaca* and *Secret Love*. Larry Burgin's Santa Cruz YC *Oaxaca* and Brad Herman's Del Rey YC *Secret Love* had never been farther apart than twenty-five miles, and when they crossed the finish line after 1,125 miles they were overlapped. The Skip Allen-driven *Oaxaca* got the nod for third to finish and third in Class A. Another Santa Cruz area SC 50, Stewart Kett's *Octavia* with Jack Halterman, stayed close for much of the race, but eventually dropped back to take eighth in Class A and sixteenth overall.

Generally northern California boats took their beatings in this light air race. Simon Kleinman's lovely Frers 58, *Swiftsure*, from the Richmond YC with Jim DeWitt at the wheel, looked great but finished sixth in Class A and fourteenth in the fleet. *Bones VI*, William Chapman's C&C 38 from the San Francisco YC took seventh in Class C and twenty-fourth in fleet. *Cristobal*, a Sausalito-based Herreshoff owned by Daniel Thorn was the last boat to finish.

This was the sixth running of the Puerto Vallarta Race, and the end of it signalled the



Bill Lee's Santa Cruz 50 trophy, by Marty Rice of Whispering Wind Hardwoods.

beginning of the MEXORC. What's MEXORC? Well, before we get into that, maybe we ought to take a few pages to sort out the California to Mexico racing situation.

There are five major races from southern California to Mexico, and all of them are run every other year. They are, with the date of their next running and their host YC, as follows:

March 1981 — Newport Beach to Cabo San Lucas, Newport Harbor YC

November 1981 — San Diego to Manzanillo — San Diego YC

November 1982 — Los Angeles to Mazatlan — Los Angeles YC

February 1983 — Marina del Rey to Puerto Vallarta — Del Rey YC

The longest of these races is the Manzanillo Race at about 1,200-miles; the

shortest is the Cabo Race at just under 1,000-miles. As you can see, races are either held in November, which is the end of the hurricane season and the start of the winter cruising season in Mexico; or, in the Spring after everyone has recovered from the holidays and is freezing to death. —

All the races are sailed under the IOR rule, but in recent years several clubs have been offering PHRF divisions if five or more boats would sign up. If you have a performance cruiser and plan a winter cruise to Mexico, either the La Paz or Mazatlan Race would be a heck of a fun way to kick off your cruise.

Generally the winds are moderate or strong from California to Cabo, and since they blow from the northwest they make for great spinnaker runs. Usually the winds drop after Cabo, but certainly not always.

The 1979 La Paz Race showed that there are no certainties in ocean weather and that Mexican Races can feature serious wind. From the Long Beach starting line to Cabo San Lucas the winds held from twenty-five to thirty-five knots. After the boats rounded

the tip of Baja and started beating up the Sea of Cortez, the winds began in earnest. At times there was sixty knots, and it created a short steep chop that a knowledgeable participant said was almost as bad as the Fastnet. The chop was so severe that twenty-four of the thirty boats had to retire, and a Pearson 40 from Alameda had its centerboard sheared off.

Max Gordon of the Coyote Point and Long Beach yacht clubs won the race in his Contessa 35, and amazingly Jim Hollywood, with a crew that included two inexperienced women, was one of six finishers with an Olson 30, *Mas Rapido*. (He's since sold the boat and taken up cruising again).

A more typical race was last year's Manzanillo Race, described here by Howie Marion who has since left for Italy to take up a position as a sailmaker:

"As sea stories go, the 1980 Manzanillo Race would not amount to much. There were no extremes of weather, no gales and no prolonged calms — and in spite of the race committee's warning that "you'll use every sail in your inventory," most boats set a spinnaker at the start and didn't use a headsail until the final twenty or thirty miles. All things considered, this race developed just like Mexican Races are supposed to: easy down-wind sailing; warm at the start and warmer upon arrival — an "intense cruise" was one participant's appraisal.

Local boats participating in the race were *Brown Sugar*, *Scaramouche*, *Bravura*, *Merlin* and *Mirage*. When *Merlin*'s charter arrangement fell through at the last minute, *Christine* and *Drifter* were left to fight it out for first-to-finish. I was sailing on Kent Ross' Peterson 34, *Clark Kent*. Sailors from latitude 38 reveled in the warm air and warm water. The first couple of nights we wore foulies because there was a great deal of dew, but as we moved south the air became drier, and warmer, and we nearly forgot all those cold nights rounding the Farallones.

The highlight came on the seventh night, the only time that there was much wind. We were close reaching at three a.m., doing 10.5 knots with the 1.5 oz. spinnaker and staysail up and wearing t-shirts, shorts, safety harness, and boots for traction on the wet deck. With light-to-moderate wind blowing straight down the rhumb line, the fleet headed up to keep speed. While most boats jibed

put corrected time positions emphasized distance south, we were twice the fleet leader on corrected time.

Naturally we ate it as we came in nearly perpendicular to the rhumb line, but we caught the end of a storm coming down the gulf that brought us back into an excellent position. At noon on the eighth day we had thirty-five miles left in the 1,200-mile race. We were averaging seven knots over the bottom and had to finish by 5:45 p.m. in order

Sailing south in warm November Mexican breezes.





Mexican racing montage.

to take the corrected time lead from a North American 40, *Avanti*. Unfortunately, the wind shut down and we didn't finish until about eight the following morning. *Avanti* won overall.

Jokes and other forms of humor provided continuous entertainment. It's a good thing none of the sailors on *Clark Kent* are running for President because there were jokes to of-

fend everyone. In addition, the crew of *Renegade*, a Nelson 38 from lower California, treated the fleet to a 'Radio Taco' news broadcast one evening."

Folks try to move their boats as fast as they can in Mexican races, but the competition isn't anywhere near as competitive as the S.O.R.C.; for instance, or even the Trans-Pac. 'Radio Taco' is a good example of what trouble tropical weather can inspire the crews to get into. Here are some excerpts of that broadcast to give you a feel for the ambience of Mexican racing.

"Good afternoon, Mr. and Mrs. America and all the ships at sea. This is Quintella Radio from Las Hadas with today's

news report, featuring anchorman R.B. Stay, sports with Top Sider, weather with Rod Stanchion, and a special report from the manager of Las Hadas about the after-race activities instore for the crews. So, let's go to the international news with R.B. Stay, take it, R.B.

Good afternoon, I'm R.B. Stay and you're not. Dateline Teheran, Iran. In a recent breakthrough in the hostage situation, the Ayatollah Khomeini has acknowledged that he is not, I repeat, not, the only Ayatollah in the world. In an extraordinary interview with Radio Taco, the Ayatollah Eichenlaub admitted holding six hostages for the past six days on his floating island Cadezna. When asked his intentions, his reply was "My motto was, always is, and always will be, 'cash before splash'." [Ed. note: Eichenlaub is the well-known and well-liked San Diego boat builder.]

# MEXICAN RACING

Dateline southern Baja coastal waters. Aboard his yacht *Miramar*, Captain John Scripps said this morning that the new scientific breakthrough at the oceanographic institute in La Jolla was the successful joining of a crocodile egg with an abalone sperm. When Radio Taco asked what the new discovery would be called, Scripps replied, "We were hoping for a abadile, but we got a crock of baloney."

In an ecological update, there has been a report of a freshwater spill off the southern California coast. According to Radio Taco estimates, the spill occurred sometime last February 2 between Pt. Loma off San Diego and the Coronado Islands, just across the Mexican border. Experts on the subject, the Perrier people and Jacques Costeau, have been called in to analyze the spill and estimate the cost of clean-up. The last two such spills occurred just after the start of the TransPac race two years ago, and at approximately this time prior to the last San Diego to Manzanillo Race. [Ed. note: This refers to the illegal but common dumping of required water after the start of a downwind race.]

With all the sports that is sports, upcoming we have Top Sider.

Thank you, thank you. At the top of the sports page it has been confirmed that the International Olympic committee has agreed to shift the summer Olympic site from Moscow to the foredeck of *Christine*. U.S. Olympic advisor Nick of the North offered his facilities, the International Olympic committee decided that *Swiftsure* would be more suited to the winter Olympics. [Ed. note: Nick Frazee owned *Swiftsure* at the time].

Headlining the sailing news, Billy Bob DePree has just wrapped up the Torrey Pines winter deathroll series, with a perfect 1-1-1-1 score. Billy Bob, from Abul, California, who said "price is no object", attributes the success of his Clipper Marine 28 to his new tilt trailer.

*Flash!* I've just been handed a partial score in the international sailing scene, Magdalena Bay, 6: Yachts, 0. Film at 11:00. You got it, Rod.

This is Rod Stanchion with today's traffic and weather report. The latest traffic cop sightings report the Baja Freeway to be running and reaching smoothly, with a slight backup at the Cabo San Lucas parking lot. The only accident in the area is a freight train which is off her tracks. [Ed. note: Freight Train is a Santa Cruz 33].

Max Gordon, winner of the 1979 La Paz gear-buster.



The Pacific High arrived early today, with two crewmen overcome by smoke inhalation. Increasingly hot sunshine will increase this afternoon, with starboard jibes providing the optimum viewing platform. Reliable sources indicate an ocean water temperature of 74 degrees farenheit, measured to a depth of two fathoms.

Today's sailing tip from the experts is on the "Total Man, Total Tan" contest which is going balls to the walnuts. The tip: don't forget the toothpicks between the toes\*for maximum sun penetration. To recap today's weather, it's just bleep bleep day in paradise And now, back to you, R.B. Stay.

This is R.B. with a continuing special commentary on the Manzanillo Race from poolside at Las Hadas. I talked earlier today to Bo Derrick who is here to welcome the Class C boats, and she has promised to 'perform' to Revel's Bolero for the arriving crews. She asked me in particular about the skipper of *Clark Kent*, and intends to see if he can prove he's really Superman.

I see the manager of Las Hasas is coming around the pool, here, wait a second, I'll try and stop him. Sir, señor, are you ready for all these yachtsmen? "Bleep — bleep — bleep, hurry up and get your butts down here." Well, thank you, thank you mister manager.

Well, Mast Man, this is R.B. putting a wrap on the news, saying so-long for Top Sider, Rod Stanchion, and the inimitable Mast Man. This is Radio Taco signing off. [Followed by the playing of Revel's Bolero.]

Juvenile? Sure. Childish? Of course. But after a week on the water it's a welcome relief and great ad-libbed entertainment, particularly if you know the characters involved. Everyone gets to razz everyone, thus setting the stage for the post-race partying and making of new friends.

Right after that Manzanillo Race and right after this year's Puerto Vallarta Race was the start of the MEXORC. We'd love to go into that right now, but there's no room or pictures so we'll have to wait until next month.

- latitude 38

# INSANITY

## Part I The Straight Poop

Here is your straight poop. It may be neither perfect prose nor perfect logic, boats never are, but at least it will be as honest and straight forward as I can make it. All of what I have to say comes from the experiences I've had since the fall of 1975 when I became obsessed with the idea that I had to have a sailboat. A boat became everything; freedom, adventure, a way of life, even salvation. Yes, I was naive, stupid, and insane.

At any rate, I am still building a Westsail 32 'kit', which included the hull, deck, cabin sole, and engine package. The commitment has been there since January of '76, but due to changing jobs and moving to the East Coast from the West, actual construction didn't begin until the spring of '78. Well, it is now spring of 1981. I'm still building and I'm still insane. But I'm also a bit less naive, and hopefully less stupid. What I wish is that I had talked to someone like myself in the fall of 1975 when I got into this thing. So, this is me talking to you. Hopefully, I will be able to enlighten you enough to enable you to make a wise decision. I don't know what state you are in, but whether it be wishing, planning, or doing, I hope I can save you.

Asylum grounds were formed from rough lumber, covered with 4 mil plastic (4th layer now on the roof) and has stood up well, including 50 knot gusts. Now under a foot of snow but work must go on.

Do you have enough cash to go out and

There are any number of fine reasons for wanting and having a sailboat. As best as I can figure it, there are only two reasons for building it yourself. The first is that you have built one before, enjoyed the experience, and want to do it again. If that is the case then I probably have very little to offer you. The only other reason; for wanting to build your own boat is to *save money*. Saving money will be part of what this straight poop is about.

First and foremost, if you like saving money you don't want to own a boat at all. Sailing is not cheap. On the scale of cost effectiveness, return on investment, or income production/preservation, it must rank very low. Probably just above lighting your cigar with a tenspot. For this and other reasons you must carefully analyze why you want to build a boat. Is it a dream to go off around the world? Do you have delusions of living aboard self-sufficiently? Or, are you a craftsman looking for the ultimate challenge? You poor, sick person, it's time for some down-to-earth reality.



buy 80 to 90% of this boat you want to build? If you don't then you don't have enough money to build it yourself. By the time you change the boat around, improve it, and add on all the things you need, you will have spent an equivalent amount of money. This is assuming that you feel your time isn't worth very much. Given today's inflation rate and the amount of time it will take you to complete construction, your down line wholesale prices could easily be equal to today's retail prices from a boat manufacturer. A prudent thing would be to commit all your money in the beginning, buy everything you are going to need right through to completion. Then watch the prices rise as you never spend another deflated dollar. Not very realistic or practical, I know, but it would save you money. Certainly you should at least buy as much as possible as soon as possible. Right now, with the boat building industry feeling the recession more painfully than the rest of the economy, it is time to wheel and deal with the manufacturers, wholesalers, anybody that has something you need. I may be getting ahead of myself here but it all applies to saving money.





On the road again.

**W**hile I'm on the subject of money, I'll attempt to show you some actual expenses of boat building. I borrowed \$25,000 to buy

Nathan James, number one helper in the asylum, with a 'crazy' grin on his face.

the hull and get me started. That was all used up in the purchase and moving the boat from California to New Hampshire. The move was not part of the original plan but I got such a good buy on the hull (1975, prices) that it was cheaper than to buy another one on the East Coast. At any rate the loan is \$275 a month. In addition to the loan payments, I try to allocate between \$250 and \$450 each month out of each paycheck. That's not enough and it isn't even always possible. I'm devoting about 25% of my net paycheck to the boat. So much for building on a shoestring.

For the same amount of money, with a boat as security on a loan, you could be out sailing very nice yacht rather than be building it. Of course you wouldn't be building the equity as fast, but equity is hard to feel as you grind fiberglass on a balmy day in June with a fresh southwesterly blowing.

It is my feeling, and the feeling of some other builders I know, that you should borrow, borrow, borrow until you have bought everything you could possibly need to finish the project. One fellow I know was borrowing so he could pay someone else to help him get his boat done; he had been at it for

six years. It was driving him crazy, he had to get it done! It also cost him his wife and kids but I'm getting ahead of myself.

Do you realize the sacrifices that will have to be made in order to build a reasonably sized boat? It boils down to two sacrifices: Time and money! Time is money, at least for most people. I happen to be one of the luckiest people in the world as far as jobs go. I am an airline pilot and have more time than most. I can arrange my schedule so that I can work on my boat four days a week. During the winter that means around 24 hours a week. During the summer, I try for 40 to 50 hours a week. Admittedly, I am a slow worker, and it is going to take a maximum effort to get this beast in the water next May. If time is money to you it might be wise to spend your time doing something you do very well, and let someone else do the building.

**D**o you like to sail? Dumb question, you say? If you like to sail, don't build a boat because you won't have time to sail! Once you start construction you will have no spare time. Not that spare time has any great vir-

Inmate and author.



# INSANITY

tues, but there will always be something hanging over your head that has to be done. The only way I can relate to it is by comparing this project to being in college with loads of homework constantly demanding your attention. There seems to be no end. When one small job is finished it just opens the way to a dozen more. You will have to sacrifice all of your other activities including sailing. And unless you work it right, you will have to sacrifice time with your family, too. They will be jealous of course, and predictable conflicts will arise all too frequently. You will stretch your family's understanding to new limits unless they are as totally involved in the project as you are. If that is true, count yourself lucky and get on with it.

Have you ever attempted a major construction project before? Do you have any idea of how well you work with your hands? Those things are unimportant if you have patience. With enough patience you can do anything; learn to organize your work, work with your hands, do joiner work, fiberglass (easy), and fit compound curves with sheets of plywood. When it takes all day or even a week on a single project and it doesn't work out, you won't mind tearing it all out and doing it again. *If you have patience.*

Fiberglassing is easy, but it is not fun. Just try to grind down the side of a hull on a hot, humid day. You will itch all night and with enough patience you will be able to scratch every itch. If you are not long on patience you will not be long in the boatbuilding business. It can work the other way, however. In my case I've been learning patience as I go along. After four years I have learned to deal with a single frustration for weeks at a time, scowling all the while.

My first mate/roommate/mother of my child/'wife' totally supports my insanity. She goes without many things she has a right to demand in favor of my project. She saves money at every opportunity. She won't drive a car but will bike or walk instead. She won't go out to eat because she hasn't new clothes to wear. She takes care of all my dirt and all my needs so that I will have more time to "work on the boat". What more could any one person ask of another?

You can't ask someone to be insane with you, it just has to happen. If you have an insane mate that wants a sailboat more than you do, then you have a better than average chance of having your boat and your relationship at the launch. I have heard it said that "salt water and wives don't mix". I hope there are exceptions for the sake of my wife,

my son, and myself.

Have I not turned you off to the thought of building your own boat by now? Or, God forbid, have you gotten this too late and are already involved in a building project? If so, then I want to make the second best recommendation, to save you money. The best way of course is not to have a boat at all, remember that always!

## Part II Saving Your Money, Your Time, Your Relationship

Saving money. Building cheaper than the pros. It is tough to do, labor and material costs are where the savings are. The markup on boats is relatively low because they are hard enough to sell as it is. Just look at all the boat manufacturers that are going out of business now that the recession is here (Columbia for one and CSY is having its problems, too). I have already talked about your labor but there is more. Much of the work to be done can be accomplished without tremendous skill and talent but with simple diligence. Then some of the other work, like joinery, which makes the difference between a boat and a yacht, takes more than just a little practice. Whatever the job, a professional may not do it better but he will do it quicker. Time is money! Skilled craftsmen are also expensive. Herein lies a compromise that must be resolved.

To make this an economical project you must be a fanatic about getting all your purchases as cheaply as possible. To get wholesale prices you are going to have to convince the manufacturers that you are indeed a business. It doesn't have to be an authentic business; however, it has to look like one on paper and sound like one on the phone. First you need a name and a letterhead. A few purchase orders from a stationary store and you are almost there. That would be too easy in most states so a business number is often necessary. In California that is perhaps more expensive than in Massachusetts.

Living just across the border from Massachusetts, I wanted to be able to purchase supplies there at wholesale when possible and certainly without paying their 6% sales tax (every little bit helps). So for \$10 and an application I was given an out-of-state vendors permit number. With amazing results! It has given me credibility with not only the wholesalers in Mass. but also in other parts of the country as far away as California. It has been so effective that I have not needed to establish myself as a business within New Hampshire. I try to do some buying for other builders and they do some for me. If it came down to having to prove it, I suppose I could show a cash flow but certainly no profit, and therefore no taxes to pay. The business flourishes on the buying end, getting 20 to 40% discounts from wholesalers and OEM prices from manufacturers. There will be times, however, that it is just too much effort and the size of purchase too small to warrant trying for the cheapest price. At these times it is important to know the people who offer the best over-the-counter price.

Scrounging is another source of supply. I've not been very successful at that; I believe I'm too far removed from the main flow of marine activity up here on my New Hampshire hill. So, I'd say locate yourself close to the water where you will be able to have your ear to the ground, or the pier, as it were.

(At a more basic level, if I might be allowed to digress momentarily, assuming you are not committed to one particular boat, don't overestimate the boat you need. It is common knowledge that whatever the size of boat you have, you always want a larger one. So, whether you have a 60' megabucks or a 16' daydreamer, the feeling is the same. Suppress it! When you consider the costs of

increasing size [approximately double for each additional ten feet LOA] vs. the amount of the additional pleasure, I think you'll find the truth in "Small is Beautiful". Remember, this cost escalation applies through the life of the boat — parts, paint, berthing, etc. At some point, size must become an enjoyment liability due to the requirements of crew, preparation, and post sail clean up. In this sense a dinghy would be optimum.)

Location is also important when it comes to saving time. If my home were in southern California I would have a perfect environment for my project. As it is, my bedroom overlooks my boat, and my basement/shop opens up level with the cradle. This arrangement is the most time saving/money-saving plan possible. Any spare minute can be spent making some sort of progress even if it is just cleaning up a bit. If you must travel to the boat yard before you get to work, it probably means you will need spare hours rather than minutes. If your boat is close at hand there will also be no commuting, no gas guzzling, no running to and fro.

If you feel as if two years will be enough time, I would advise renting rather than buying your building location. Let someone else pay for and spend the time keeping the house repaired. You will be too busy and have other uses for your money. It is tough to make any money on a home if reselling within two years, California excepted.

**A**ssuming you have mistakenly committed yourself to building, here are a few hints to save time. If you are a beginner you will waste a lot of time just looking at your work and the work to be done, wondering what to do next. You need a flow plan. If you find one please send it to me so I can have one, too.

Basically I've found a boat is built like anything else. Structural members come first, followed by partitions, followed by systems, followed by trim. Problems arise when building for the first time, in allowing for the work that will follow. It takes a lot of time to think through to completion prior to every move, but it gets expensive when something is 'permanently installed' and has to come out to make room for a more basic item.

To save time and money buy the best tools you can afford. It is false economy to buy anything but the best. Black and Decker, Skill, Rockwell (hobby quality), and Crafts-

man now leave a bad taste in my mouth. They might be OK for the occasional user, but in building a boat you need at least the professional models and the industrial size is best. Miller Falls and other industrial tools will provide much better service. When you are finished with your insanity you will undoubtedly be able to get most of your money out of them. And, nice tools are fun toys to have around.

I've tried to save you time and money. Now I'll have a shot at your relationship. Just because your mate is gung-ho for the idea doesn't mean she'll still be around when you finish. It takes considerable effort and ingenuity to have a successful 'marriage' and build a 'mistress' at the same time. Depression is frequent during the project and there is a lot of hard work involved. Unless you have a truly unusual relationship and truly unusual partner, don't count on having help all the way through to completion. Or, don't count on completion. (Only 10% of those who start actually finish).

I have developed one technique that helps with family monetary problems. It's my mate's idea, actually. Our deal is this: for each \$100 I spend on boat parts and supplies, I give her \$10 out of the boat fund. A 10% tax I call it. Outrageous?! Actually it's wonderful. It allows her to get her head turned around so that she wants me to spend more money on the boat. By doing this I end

up with a twofold benefit. First, we avoid a lot of tension and resentment about the allocation of resources. Second, she, being very conservative, will often take the 10% and go buy something for the house, our son, or herself, that I would have had to buy anyway. When she first suggested the idea I balked. Now I feel lucky to have gotten such a deal for only 10%.

This has been boat building from the negative point of view. All the feelings I have described to you are there at one time or another, and sometimes all at once. I feel as if the industry (manufacturers, wholesales, retailers, publications, everybody) glosses over the hard parts of boat building. I know that I was the subject of an excellent marketing program, but I'm not pleased with what I bought. However, I am aware that I was sold a 'dream' rather than a boat. I'm sure an article from my viewpoint would never make it in *Cruising World*, that is why I wanted to give you some 'straight poop'.

**W**hy am I still at it? I enjoy it. The time I spend building flies by. I never have enough time, which is far better than being bored. It is true that I wish I were done but that is more a matter of too little money than too little time. And that, too little money, is a problem that selling this article might have helped solve. It didn't.

The dream remains. Despite delays and postponements my project continues with Arthur Ransome's words best describing my mental state:

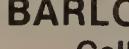
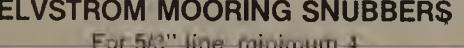
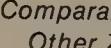
"Houses are but badly built boats so firmly aground that you cannot think of moving them. They are definitely inferior things, belonging to the vegetable not the animal world, rooted and stationary, incapable of gay transition . . . The desire to build a house is the tired wish of a man content thenceforth with a single anchorage. The desire to build a boat is the desire of youth, unwilling yet to accept the idea of a final resting place . . . When it comes, the desire to build a boat is one of those that cannot be resisted. It begins as a little cloud on a serene horizon. It ends by covering the whole sky, so that you can think of nothing else. You must build to regain your freedom."

INSANITY!

— stephen w. james  
stratham, new hampshire

# 1ST Annual In-House Clearance Sale

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QUALITY	Call for Free Sale-Price List	DEPENDABILITY
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<b>RADARK</b> Folding Radar Reflectors  The Finest, All-Aluminum 14" dia. List: \$25.95 <b>SALE: \$14.99</b>	<b>Synthesized V.H.F. Standard L.T.D.</b> , 24 chl. w/antenna 6 d.b. — <b>only \$289.95</b>	<b>13s DANFORTH PACKAGE</b> Includes: 200' Twisted Nylon & 6' chain <b>\$89.95 Complete</b>
<b>LEAD SINKER MOLDS</b> Complete Stock	Casting-Trolling-Live Bait Developed for California waters — most precision, lightweight reel on the market. Savings up to 40% during sale.  <b>Johnson OUTBOARDS</b> <b>SUPER DISCOUNTS!</b> Call for Quotes	<b>DataMarine Caprice 100 D.L.</b> Depth Sounder & L.C.D. Knotmeter Both only \$299.95 — a \$418.00 Value
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Low Price <b>SATELLITE NAVIGATION</b> coming soon	 <b>BARLOW WINCHES</b> Call for Quotes	<b>AUTOHELM® 1000</b> AUTOPilot RANGE OUR PRICE RETAIL AUTOHELM 1000 \$425.00 \$549.00 AUTOHELM 2000 \$779.00 \$895.00 AUTOHELM 3000 \$879.00 \$995.00
<b>NEWMAR</b> marine battery charger with Isolator — 12 volt, 15 amp <b>\$159</b> sale	 <b>TREVCO</b> You Won't Stay Awake All Night Wondering Whether Your Anchor is Holding.  # 20 ..... 149.00    # 45 ..... \$ 279.00 # 27 ..... 179.00    # 60 ..... 349.00 # 35 ..... 239.00  10% additional off on in-stock anchors	 <b>MAGMA</b> \$69.96  
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<b>HONDA</b> model 500 generator 12 volts D.C. — 110 A.C. <b>Sale Price: \$299.99★</b>	 For 5/8" line, minimum 4 <b>\$11.95 ea.</b>	<b>COMMERCIAL - SPORT FISHING EQUIP.</b>  Gurdys — Pumps — Wire — Reels — Rods — Snubbers — Hooks — Lead Molds — Weights — Lures — Downriggers — Salmon — Albacore — Cod — Bass — Marlin
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<b>ZODIAC</b> <b>ZED</b>  <b>MODEL 26 Standard Equipment:</b> 1 Floorboard    4 Passenger 2 Oars           Length: 8'6" 1 Pump           Maximum Load: 925 lbs. 1 Self-Bailer    Weight: 62 lbs. 2 Row Locks <b>SALE PRICE: \$595.00</b> 2 Lifelines 1 Repair Kit	<b>marine sales co.</b> 324 LITTLEFIELD AVE. SOUTH SAN FRANCISCO, CA 94080  Monday-Friday, 9:00-5:30; Saturdays 9-2 <b>415-871-2290</b>	
<b>ELECTRONIC SPECIALS</b> Lowest Prices on the West Coast	PHONE ORDER Charge Cards Welcome  VISA  master charge	
<b>RADIOS</b> Standard Hull S.B.E. LORAN Taiyo Si-Tex	<b>SOUNDERS</b> Data Marine S.R. Marine Baymar Apelco Raytheon J.R.C. Furuno	

# LATITUDE 38 CREW LIST

Well buckaroos and buckeroettes, what you see here is *Latitude 38's* 1981 Crew List. Printed on these pages is a compilation of folks looking to crew on racing and cruising boats; also printed is a list of racing and cruising boatowners looking for crew.

Originally we hoped we might accept applications for the list for two months, but we're not going to be able to. Responses have come in so hot and heavy that we're going to have to cut it off. We're sorry if you missed out this year; you might want to take out a 'classy classified' next month to get your sailing desires across to the public.

The variety of responses has been gratifying, including folks responding from the states of Washington, Florida and Colorado, as well as the length of California. As you'd expect, lots of men responded, and they range in age from 16 to 60. And women? We never thought we'd get the number of responses we did from them; they ranged in age from 18 to their mid-50's. Several couples have applied for crew positions as a 'team', and one cruising boat couple are looking for crew as a team.

You'd assume that men who owned boats would be looking for crew, but there are women boatowners, too. Our favorite is Jeanie Rowe who intends to take her 35-ft. cutter to Mexico and further starting in November. Jeanie is looking for a man, and instead of checking the box that says 'What looks good in a bikini' wrote, 'Whatever males look good in'. Jeanie is fifty-two and we say bravo to you!

There are some racing skippers, and far more cruising skippers that are clearly looking for members of the opposite sex to crew and serve other . . . shall we say 'functions' on their boats. Let's take a moment and address this 'sexual situation', shall we?

several women informed us that sometimes the male captains seemed to expect ladies to perform duties beyond that of a normal crewmember. You know, be romantic, play footsie, and so forth. It's for this reason that we asked cruising boat owners to check if they are looking for crew that is 1. female; and 2. looks good in a bikini. We figured that these questions would let people get a feel for what the person is really looking for.

Now mind you, we have no objection for men looking to find some lady to share what they hope will be some exciting and adventurous sailing and 'squeezing' times. We've got nothing against it as long as you're up front about it and not deceptive. What we don't want is some lusty geezer hassling an innocent lady looking merely to crew and expecting that she'll provide hot love in return for a crew position. If you hold that over some lady's head you're abusing the list, and frankly, we'd prefer you abused yourself instead. Fair enough? Afterall, the purpose of these lists is to get folks on boats, not in bed.

And ladies, mind you, can be great crew, and that means on racing boats, too. We were lucky enough to win our division in last year's Vallejo Race, and we did so with a crew of four very active ladies, and only three machos.

A tip for everyone using this list: Don't call the name at the top of the list, because they'll get plenty of calls as it is. Start from the back, or the middle, or two-thirds through, anywhere but the top. Another tip: Check the telephone prefixes to try and match up with folks who live close and could share driving with you.

A tip for brand new sailors looking to crew: If you think either racing or cruising is as leisurely as it is portrayed in beer commercials, you're in for a big surprise. It can be — and frequently is — cold, rough, wet, and strenuous. It's also satisfying.

A tip for racing boat owners on an economy kick: If you've been looking for crew who will be thrilled to get on a boat and not expect the best of free meals and fine beverages, this is your list. There's lots of new blood here who claim they are willing to bust their asses and many, many of them who are "willing to prepare and maintain their boat". Many others offered to make sandwiches, bring beer, and so forth. Sounds good, doesn't it?

A tip for inexperienced sailors looking to crew on racing boats: Keep trying like crazy to get that first opportunity or two on a boat. If you enthusiastically work hard, always pay attention, and help put the boat away, you'll score big points. After the race, go to the yacht club and make new friends and contacts. Boat owners are always looking for reliable, dedicated, and enthusiastic crew; so once you get your foot in the door, you'll be loaded with opportunities.

A tip for cruising boat owners looking for cruising crew: When you find someone who you think will be good for your trip, make sure you do some shaking down and getting into stressful situations together. You've got to see how your chemistry works out under pressure, because problems tend to become aggravated on longer passages.

A tip for folks looking to get on as cruising crew: If you strike out here and are desperate to get any cruising experience, fly to Cabo San Lucas between now and May. Walk down the beach and tell yachties you're looking for a sail north. If you're healthy, you'll have a berth the next day. It might be a shitty passage for the first sail, but you'll get respectable experience.

The fun starts on the next page.

After we published last year's crew list,

# CREW LIST

The first listings we have are for men looking to crew on racing boats. Due to space limitations, after listing the name, age & phone number, we've had to resort to codes.

The first set of code numbers indicate where the would-be crew would like to race. They are:

1. = In the bay.
2. = Locally in the ocean.
3. = In the south bay.
4. = M.O.R.A.
5. = In the 1981 TransPac.
6. = In the 81/82 Mexican Races.

The second set of code numbers indicates the size of boat they'd prefer to sail on.

1. = Dinghies.
2. = Boats under 30-ft.
3. = Boats over 31-ft.

The third set of numbers indicates the amount of experience they possess.

1. = Little, with a strong desire to learn.
2. = Moderate, a season or two of racing.
3. = Lot's of experience.

The fourth set indicates what extras they can offer.

1. = To help prepare and maintain the boat.
2. = Experienced foredeck talent.
3. = Experienced navigational skills.
4. = Punctuality and reliability.

Therefore, if you come across a listing that reads: "Joe Blow, 79, 291-6870 in 1, 5 / on 3 / has 2 / offers 1, 3, 4" that transcribes to say 79-year old Joe Blow wants to race in the bay and in the TransPac; on boats over 31-ft.; that he has several seasons of experience; and offers to help maintain the boat, has navigational skills, and is punctual and reliable.

We know this isn't the easiest thing to read, but it's the best way to get the most information across. Besides, if you can't figure it out, you shouldn't be on a sailboat — ho, ho, ho!

What follows here is the list of 142 men, ranging in age from 16 to 50, who are hot to get on racing boats. Actually, several of these folks own their own boats but still want to crew with others. Tom Thompson, for example, owns a Cal 39, but checked 'little' under experience, and wants to race on another boat. Then there's folks like Don Morrison, 'Mr. Ariel', who has done two TransPacs and three Mexican races, and is looking to do more — something he obviously can't do in his 26-ft. Ariel.

Steven Woodall added that he was a scuba diver, Phil Lund wrote "too much" after his name, whatever that means, and there were a smattering of other comments. One that caught our attention was Richard Zahn, who asked to please get him on a TransPac or Mexican Race boat; he lives in Colorado Springs, so unfortunately would have to practice through the mail. A badge for unbridled enthusiasm goes to Gordon Somebody, who checked all but three boxes.

If you look at the set of code numbers, the last one asks if the applicant offers to be 'reliable and punctual'. That was sort of a joke on our part, after all, who would want crew that are unreliable and late? Well, that special category is the province of Salvino Vella and Roger Engebretson, who no doubt misread the question. But what can you make of Robert Reyff who said he was 'reliable' but crossed out 'punctual'. Robert, you get a star for honesty.

## LIST OF MEN LOOKING TO CREW ON RACING BOAT

Dexter Bailey, 29, (w)988-6800 x220	wants 5 / in 3 / has 3 / offers 1,2,4
Bruce McHugh, 23, 261-2814	wants 1,2,6 / in 2 / has 2 / offers 1,4
Sandy Harrill, 22, 848-8936	wants 1 / in 2 / has 3 / offers 4
Salvinu Vella, 35, 524-9763	wants 1,2 / in 2,3 / has 1 / offers 1,3
Dennis Deisinger, 20, 856-9674	wants 1,4,5 / in 3 / has 2 / offers 1,2,4
Matthew Randall, 19, 457-7513	wants 2,6 / in 3 / has 3 / offers 2,4
Bob Daniels, 37, 641-9059	wants 1,2,4,5 / in 3 / has 2 / offers 1,2,4
Poi Chin, 30, 664-6751	wants 5,6 / in 2,3 / has 3 / offers 1,2,3,4
Martin Laphitzondo, 27, 751-2986	wants 1 / in 2 / has 1 / offers 1,4
Chris Rivers, 33, (h)339-3070	wants 1,2,5 / in 3 / has 1 / offers 1,4
John Bomers, 44, 689-4440	wants 1 / in 2 / has 1 / offers 1,4
John Andrews, 27, (h)952-3332	wants 1,2,5 / in 2,3 / has 1 / offers 1,4
Ewald Neumann, 28, 544-9201	wants 1,2,3 / in 2,3 / has 1 / offers 1,4
Jack Rosenberg, 27, (h)459-0196	wants 1,2 / in 2,3 / has 2,3 / offers 1,2,4
Erik Simonson, 19, 222-5995	wants 1,4,5 / in 2,3 / has 3 / offers 1,2,3,4
Dean Dietrich, 38, (h)354-3976	wants 5,6 / in 3 / has 3 / offers 1,2,4
Keith Levy, 35, (h)916-488-6715	wants 5,6 / in 3 / has 3 / offers 4
Jim Graham, 38, (h)(408) 226-1287	wants 1 / in 2,3 / has 2
Gordon Stout, 18, (408) 255-2598	wants 1,2,3,4,5,6 / in 1,2,3 / has 2 / offers 1,4
Maclay Hall, 30, 367-1605	wants 1,2 / in 3 / has 3 / offers 1,2,4
Mike Sadonski, 20, 948-5955	wants 1,5,6 / in 3 / has 1 / offers 1,3,4
John Ruffino, 50, 234-2152	wants 1,2,3 / in 2,3 / has 1 / offers 1,4
D. Casselman, 27, (707)745-6226	wants 1,2,3,4,5,6 / in 2,3 / has 1,2 / offers 1,4
Joe Boone, 34, (h)641-9387	wants 5,6 / in 3 / has 3 / offers 2,4
Rick Williams, 16, (707) 422-9434	wants 2 / in 3 / has 1 / offers 4
John Hofstrand, 35, (408) 867-9519	wants 1,2 / in 2 / has 1 / offers 1,4
Stuart Snyder, 32, (h)982-0175	wants 1,2 / in 1,2 / has 1,2 / offers 1,4
Bruce Little, 42, 982-0175	wants 2,4 / in 2 / has 1 / offers 1,4
Warren Long, 27, 561-7608	wants 1,2,4,5,6 / in 2,3 / has 1 / offers 1,4
Gino Caselli, 21, 357-5908	wants 2 / in 3 / has 1 / offers 1,4
Earl Trumbull, 27, (h)(707) 642-4779	wants 1 / in 3 / has 1 / offers 4
Jonathan Bamer, 36, 886-7706	wants 1,2,4,5 / in 2,3 / has 2 / offers 1,4
Russ Squires, 49, 564-7867	wants 2 / in 3 / has 1 / offers 1,4
Bob Rapasky, 40, 825-9623	wants 1,2 / in 3 / has 1 / offers 1,4
Mick McCarthy, 32, (w)986-7666	wants 1,2,3,4 / in 2 / has 1 / offers 1,2,4
Barry Lewis, 34, 952-8363	wants 1,2,5,6 / in 3 / has 2 / offers 1,2,4
Richard Zahm, 21, (303) 635-7413	wants 5,6 / in 3 / has 2 / offers 1,2,4
Kenneth Pace, 39, (w)556-5714	wants 1,2 / in 2,3 / has 2 / offers 1,4
Evan Koch, 25, 824-1445	wants 1 / in 2 / has 2 / offers 1,2,3,4
Joe Allen, 40, 591-9885	wants 1,2,3,4 / in 3 / has 3 / offers 1,2,4
Michael Johnston, 27, 787-1622	wants 5,6 / in 3 / has 2 / offers 1,3,4
John Moreau, 37, 228-9079	wants 1,2,5 / in 2,3 / has 2 / offers 1,2,4
Ed Kendall, 35, 655-6053	wants 1,2,3,6 / in 3 / has 2 / offers 1,2,4
Bud Cohen, 50, 567-9868	wants 4 / in 2 / has 3 / offers 2,3,4
Bruce Walker, 35, (w)966-3180	wants 1,2 / in 3 / has 1 / offers 1,4
Dick Williams, 41, (w)(707) 646-3280	wants 2 / in 3 / has 1 / offers 4
Jim Morris, 31, (w)653-3436	wants 1,2 / in 2,3 / has 1 / offers 1,4
Paul Flinn, 29, 331-2718	wants 1,2 / in 2 / has 1 / offers 1,4
Kent R. Jacobs, 25, (h)383-4015	wants 2,5,6 / in 3 / has 2 / offers 1,2,4
Neil Stevens, 40, 655-7006	wants 1,2 / in 2,3 / has 1 / offers 1,3,4
Chris Hicks, 22, 435-4412	wants 2,5,6 / in 3 / has 3 / offers 1,2,3,4
Frank Healy, 39, 235-1920	wants 1,2 / in 1,2 / has 2 / offers 1,4
Ken Young, 31, 347-3480	wants 1 / in 2 / has 1 / offers 1,4
Septhen Kyle, 38, 457-1553	wants 5,6 / in 3 / has 3 / offers 1,2,3,4
Jim Chadwlch, 38, 982-2009	wants 1,2 / in 1,2,3 / has 1 / offers 1,4
Fred Doster, 43, (w)687-0111	wants 1,2,3,4 / in 2,3 / has 1 / offers 1,4
Robert Leslie, 33, 465-7100	wants 1,2,4 / in 2 / has 2 / offers 4
Tom Thompson, 31, (w)(408) 294-5115	wants 1,2,3,4,5 / in 3 / has 1 / offers 1,3,4
Benson Bell, 32, (707) 459-6811	wants 1,2 / in 2,3 / has 1 / offers 1,4

# CREW LIST

Walter Wieners, 32, 332-5029  
 Don Morrison, 49, (w)228-6161 ext731  
 Michael McFarland, 26, 523-0531  
 Rodger Engebretson, 29, (w)228-6161 ext718  
 Glen Dillon, 44, (w)228-6161  
 Dave Blomberg, 34, (h)397-5768  
 Martin Bielik, 30, 332-5153  
 Reginald Guy, 41, 362-6160  
 Dick Conner, 40, (h)775-3396  
 Kevin Delucchi, 26, 834-6002  
 Bob Hoekman, 41, 897-5837  
 Joe Valls, 34, 897-4800  
 John Ortall, 30, 655-7336  
 T. Johnson, 26, 521-6912  
 Buck Miller, 39, 682-1950  
 L. Adam Weiner, 24, 771-2075  
 Daniel Haynes, 38, 325-1147  
 John Thomas, 31, 221-9120  
 Robert Reyff, 29, 566-1615  
 Charles Jacoby, 56, 922-9416  
 Rand Arnold, 16, 524-2843  
 Steven Woodall, 40, 471-7806  
 Philo Lund, 28, 533-8535  
 Warren Seward, 22, (h)843-1702  
 John Alfonso, 37, (w)697-6080  
 Randolph Chapman, 37, 523-3644  
 Bruce Brodle, 35, 861-2510  
 Lance Bartle, 25, 283-0519  
 John Machado, 46, 345-4665  
 Steve Allen, 35, (w)(408) 737-2000 ext228  
 Mike Commins, 15, 447-9169  
 Randy Nelson, 21, (h)593-7967  
 Chuck Pniower, 27, (707) 996-1818  
 Scott Williams, 28, 229-1791  
 Wayne Gesing, 28, (408) 358-1613  
 Al Johnson, 28, (206) 784-4528  
 Brian Bush, 23, (h)569-1991  
 Geoff Potter, 44, 771-5549  
 Mark Welch, 28, 685-2381  
 Jules Jaffe, 29, (h)653-5322  
 Lloyd Madden, Jr., 45, (408) 294-3983  
 Roger Miller, 34, (408) 246-3496  
 Don Donovan, 35, 791-7586  
 Paul Kneltz, 26, 655-1961  
 Wallace Murray, 33, 386-5193  
 Roger Lamb, 33, (707) 745-5215  
 Joseph Taylor, 24, 525-4374  
 Roy Samuelson, 37, (h)552-2674  
 Jerry O'Connell, 32, 967-5456  
 Michael Horgan, 29, (h)654-8574  
 Norman Hersch, 24, (h)563-5231  
 Alan Born, 36, 924-6352  
 Ely Gilliam, 29, 563-2553  
 Hugo Slevin, 28, 930-0391  
 Michael Streeter, 28, 488-4616  
 Peter Brown, 35, (h)526-4015  
 Charles Martin, 44, 368-3709  
 David Reynolds, 26, 863-8328  
 Peter Reynen, 28, 965-4878  
 Larry Scharg, 29, 752-4953  
 Eric van Stijgeren, 36, (h)573-5743  
 Chris Paulsen, 29, 927-0694  
 Conrad Thurstone, 26, 285-0765  
 H. Hames Cornelius, MD 43, (h)284-2496  
 Michael Driscoil, 28, (408) 476-4932  
 George Lubbs, 34, 825-6451  
 Elliott Frank, 31, (w)(408) 746-6384  
 Dick Neal, 24, (h)527-7928  
 Guy Fanelli, 26, 826-0758  
 Donald R. Fowler, 40, 285-1345  
 Bob Willen, 35, 567-3529  
 John Appleton, 35, (916) 381-0927

wants 1,2 / in 2,3 / has 1 / offers 1,2,4  
 wants 5,6 / in 3 / has 3 / offers 1,2,3,4  
     wants 1,2 / in 2,3 / has 1 / offers 4  
 wants 1,2 / in 2,3 / has 2 / offers 2  
     wants 1,6 / in 2,3 / has 1 / offers 1,4  
 wants 1,2,3 / in 3 / has 3 / offers 1,2,3,4  
     wants 1 / in 2 / has 2 / offers 1,4  
 wants 5,6 / in 3 / has 3 offers 1,2,3,4  
     wants 1,5,6 / in 3 / has 3 / offers 3,4  
     wants 1,2 / in 2 / has 2 / offers 1,4  
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     wants 1 / in 2,3 / has 1 / offers 1,4  
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     wants 1,2 / in 2,3 / has 1 / offers 1,4  
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     wants 1,2 / in 2 / has 1 / offers 1,4  
     wants 1,2 / in 2,3 / has 1 / offers 1,4  
 wants 1,2,4 / in 2,3 / has 3 / wants 1,2,4  
     wants 1,2 / in 2,3 / has 2 / offers 1,2,4  
 wants 1,2,5 / in 1,2,3 / has 2 / offers 1,3,4  
 wants 1,5,6 / in 2,3 / has 3 / offers 1,2,3,4  
     wants 1,2,4 / in 2,3 / has 1 / offers 1,4  
     wants 1,2 / in 3 / has 1 / offers 4  
     wants 1,2 / in 2 / has 2 / offers 4  
 wants 1,5 / in 3 / has 3 / offers 1,2,4  
     wants 1 / in 2 / has 1 / offers 1,4  
 wants 1,2,4 / in 2 / has 2 / offers 1,4  
 wants 2,5,6 / in 3 / has 3 / offers 1,2  
     wants 1,4 / in 2 / has 2 / offers 2,4  
     wants 1,2 / in 2 / has 1 / offers 1,4  
 wants 1,2 / in 2,3 / has 1 / offers 1,4  
 wants 1,2 / in 2,3 / has 1 / offers 1,4  
 wants 5,6 / in 3 / has 3 / offers 2,3,4  
     wants 1 / in 2 / has 2 / offers 4  
     wants 1,2 / in 3 / has 3 / offer 1,3,4  
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 wants 1,2 / in 2,3 / has 1 / offers 1,4  
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     wants 2,3 / in 3 / has 1 / offers 1,4  
 wants 1,2,3 / in 3 / has 1 / offers 1,3,4  
     wants 1 / in 2 / has 1 / offers 1,4  
     wants 1,2 / in 3 / has 2 / offers 4  
     wants 1,2 / in 2 / has 1 / offers 4  
 wants 1,2 / in 1,2 / has 1 / offers 1,4  
     wants 1,2 / in 2,3 / has 1 / offers 4  
     wants 1 / in 2 / has 1 / offers 1,4  
 wants 1,2,3 / in 2,3 / has 1,2 / offers 4  
     wants 1,4 / has 1 / offers 1  
     wants 1 / in 2,3 / has 2 / offers 1,2,4  
     wants 1,2 / in 2 / has 1 / offers 4  
     wants 1,2,6 / in 2,3 / hs 1 / offers 1,4  
 wants 1,2,5 / in 2,3 / has 2 / offers 1,2,4  
     wants 2,5,6 / in 3 / has 1 / offers 1,4  
     wants 2,4 / in 2,3 / has 2 / offers 1,3,4  
     wants 1,5,6 / in 3 / has 3 / offers 2,4  
     wants 1,2,3,4 / in 3 / has 2 / offers 2,4  
 wants 1,2,3,4 / in 2,3 / has 2 / offers 1,4  
 wants 1,2,4,6 / in 2,3 / has 2 / offers 1,2,4  
     wants 1,2 / in 3 / has 1 / offers 2,4  
     wants 1,2 / in 2,3 / has 2 / offers 1,2  
     wants 2,6 / in 3 / has 3 / offers 1,2,4  
     wants 5,6 / in 3 / has 3 / offers 2,4  
     wants 1,2 / in 2 / offers 1  
     wants 1,2,4 / in 2 / has 2 / offers 1,4  
 wants 1,2,3 / in 2,3 / has 1 / offers 1,4  
     wants 1,2 / in 2,3 / has 1 / offers 1,4  
     wants 1,2 / in 2,3 / has 1 / offers 1,4  
     wants 1,2 / in 3 / has 2 / offers 1,4  
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     wants 5,6 / in 3 / has 3 / offers 2,4  
     wants 1,2 / in 2 / offers 1  
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     wants 1,2,6 / in 3 / has 3 / offers 1,2,4  
     wants 2,6 / in 3 / has 3 / offers 1,2,4  
     wants 5,6 / in 3 / has 3 / offers 2,4  
     wants 1,2 / in 2 / offers 1  
     wants 1,2,4 / in 2 / has 2 / offers 1,4  
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     wants 1,2,6 / in 3 / has 3 / offers 1,2,4  
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     wants 1,2 / in 2 / offers 1  
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     wants 1,2 / in 2 / offers 1  
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     wants 1,2,6 / in 3 / has 3 / offers 1,2,4  
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     wants 1,2 / in 2,3 / has 1 / offers 1,4  
     wants 1,2 / in 3 / has 2 / offers 1,4  
     wants 1,2 / in 3 / has 2 / offers 1,2,4  
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     wants 1,2 / in 2 / offers 1  
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     wants 1,2 / in 3 / has 2 / offers 1,4  
     wants 1,2 / in 3 / has 2 / offers 1,2,4  
     wants 1,2,6 / in 3 / has 3 / offers 1,2,4  
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     wants 5,6 / in 3 / has 3 / offers 2,4  
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     wants 1,2 / in 3 / has 2 / offers 1,4  
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     wants 5,6 / in 3 / has 3 / offers 2,4  
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     wants 1,2 / in 2,3 / has 1 / offers 1,4  
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     wants 1,2 / in 2,3 / has 1 / offers 1,4  
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     wants 1,2 / in 3 / has 2 / offers 1,4  
     wants 1,2 / in 3 / has 2 / offers 1,2,4  
     wants 1,2,6 / in 3 / has 3 / offers 1,2,4  
     wants 2,6 / in 3 / has 3 / offers 1,2,4  
     wants 5,6 / in 3 / has 3 / offers 2,4  
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     wants 1,2 / in 3 / has 2 / offers 1,4  
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     wants 1,2,6 / in 3 / has 3 / offers 1,2,4  
     wants 2,6 / in 3 / has 3 / offers 1,2,4  
     wants 5,6 / in 3 / has 3 / offers 2,4  
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 wants 1,2,3 / in 2,3 / has 1 / offers 1,4  
     wants 1,2 / in 2,3 / has 1 / offers 1,4  
     wants 1,2 / in 2,3 / has 1 / offers 1,4  
     wants 1,2 / in 3 / has 2 / offers 1,4  
     wants 1,2 / in 3 / has 2 / offers 1,2,4  
     wants 1,2,6 / in 3 / has 3 / offers 1,2,4  
     wants 2,6 / in 3 / has 3 / offers 1,2,4  
     wants 5,6 / in 3 / has 3 / offers 2,4  
     wants 1,2 / in 2 / offers 1  
     wants 1,2,4 / in 2 / has 2 / offers 1,4  
 wants 1,2,3 / in 2,3 / has 1 / offers 1,4  
     wants 1,2 / in 2,3 / has 1 / offers 1,4  
     wants 1,2 / in 2,3 / has 1 / offers 1,4  
     wants 1,2 / in 3 / has 2 / offers 1,4  
     wants 1,2 / in 3 / has 2 / offers 1,2,4  
     wants 1,2,6 / in 3 / has 3 / offers 1,2,4  
     wants 2,6 / in 3 / has 3 / offers 1,2,4  
     wants 5,6 / in 3 / has 3 / offers 2,4  
     wants 1,2 / in 2 / offers 1  
     wants 1,2,4 / in 2 / has 2 / offers 1,4  
 wants 1,2,3 / in 2,3 / has 1 / offers 1,4  
     wants 1,2 / in 2,3 / has 1 / offers 1,4  
     wants 1,2 / in 2,3 / has 1 / offers 1,4  
     wants 1,2 / in 3 / has 2 / offers 1,4  
     wants 1,2 / in 3 / has 2 / offers 1,2,4  
     wants 1,2,6 / in 3 / has 3 / offers 1,2,4  
     wants 2,6 / in 3 / has 3 / offers 1,2,4  
     wants 5,6 / in 3 / has 3 / offers 2,4  
     wants 1,2 / in 2 / offers 1  
     wants 1,2,4 / in 2 / has 2 / offers 1,4  
 wants 1,2,3 / in 2,3 / has 1 / offers 1,4  
     wants 1,2 / in 2,3 / has 1 / offers 1,4  
     wants 1,2 / in 2,3 / has 1 / offers 1,4  
     wants 1,2 / in 3 / has 2 / offers 1,4  
     wants 1,2 / in 3 / has 2 / offers 1,2,4  
     wants 1,2,6 / in 3 / has 3 / offers 1,2,4  
     wants 2,6 / in 3 / has 3 / offers 1,2,4  
     wants 5,6 / in 3 / has 3 / offers 2,4  
     wants 1,2 / in 2 / offers 1  
     wants 1,2,4 / in 2 / has 2 / offers 1,4  
 wants 1,2,3 / in 2,3 / has 1 / offers 1,4  
     wants 1,2 / in 2,3 / has 1 / offers 1,4  
     wants 1,2 / in 2,3 / has 1 / offers 1,4  
     wants 1,2 / in 3 / has 2 / offers 1,4  
     wants 1,2 / in 3 / has 2 / offers 1,2,4  
     wants 1,2,6 / in 3 / has 3 / offers 1,2,4  
     wants 2,6 / in 3 / has 3 / offers 1,2,4  
     wants 5,6 / in 3 / has 3 / offers 2,4  
     wants 1,2 / in 2 / offers 1  
     wants 1,2,4 / in 2 / has 2 / offers 1,4  
 wants 1,2,3 / in 2,3 / has 1 / offers 1,4  
     wants 1,2 / in 2,3 /

# CREW LIST

Kandy Plinkstaff, 28, 989-0630  
Melaine Heisler, 33, 285-0766  
Amy Lanner, 25, 441-2613  
Linda Kasper, 32, (w)545-3477  
Ann Vando, 37, 234-2152  
Nancy Hine, 34, 383-8327  
Catherine Kennedy, 43, (h)992-1945  
Susan Pollock, 24, (w)435-3149  
Cassy Krause, 25, (w)261-8485  
Carrie Galbraith, 24, 826-0628  
Suzy Papanikolas, 39, 527-9730  
Janice Paprote, ?, (916) 753-6901  
Ria de Grassi, 21, (916) 753-7293  
Nancie Lippitt, ?, (916) 753-2402  
Michelle Price, 29, (h)339-2347  
Phoebe Douglass, 38, 771-5549  
Christine Capra, 23, 654-4865  
Sharon Baker, 31, 332-9330  
Pat Wall, 30, 552-4846  
Susie Bell, 32, (707) 459-6811

wants 1,2 / in 2 / has 1 / offers 1,4  
wants 1 / in 2 / has 1 / offers 1,4  
wants 1,2 / in 2,3 / has 1 / offers 1,4  
wants 1 / in 1,2 / has 1 / offers 1,4  
wants 1,2,3 / in 2,3 / has 1 / offers 1,4  
wants 5 / has 2 / offers 1,2,3,4  
wants 1,2 / in 2 / has 2 / offers 1,2,4  
wants 1,2,6 / in 2,3 / has 2 / offers 1,2,4  
wants 1,3 / in 1,2 / has 1 / offers 1,4  
wants 1,2 / in 2,3 / has 1 / offers 1,4  
wants 1,2,4,6 / in 3 / has 2 / offers 1,4  
wants 1,2 / in 2,3 / has 1 / offers 1,4  
wants 1,2 / in 2 / has 1 / offers 1,4  
wants 1,2,3,4 / in 1,2 / has 2 / offers 1,4  
wants 1,2,6 / in 2,3 / has 1 / offers 1,4  
wants 1,2 / in 3 / has 1 / offers 4  
wants 1,2,5 / in 3 / has 2 / offers 1,4  
wants 1,2 / in 2,3 / has 2 / offers 4  
wants 1,2,5 / in 2,3 / has 2 / offers 1,4  
wants 1,2 / 2,3 / has 1 / offers 1,4

**T**he following nineteen boat owners are looking for racing crew. We list their name, age, sex, phone number and three sets of codes. The first codes are where they plan to race:

1. = Bay.
2. = Bay and ocean.
3. = '81 TransPac.
4. = Ocean only.
5. = M.O.R.A.
6. = Mexico '81/82

The second code is for the amount of experience they want prospective crewmembers to have.

1. = Lots of experience.
2. = Some experience.
3. = None but willing to bust buns learning.

The last code indicates the attitude the owner takes toward racing.

1. = For fun and recreation.
2. = Pretty serious attitude.
3. = Races only to win.

Surprisingly, not all of the boat owners looking for crew are men; several are women. Changing times, aren't they? By the way, if we had any brains, we would have asked these folks what kind of boats they owned, but 'sail la vie'!

## BOAT OWNERS LOOKING FOR RACING CREW

John Reiwinghaus, 39, (209) 722-1355  
Thomas Martin, 30, (w)237-9614  
Tom Innis, 43, (h)339-2927  
John Demeter, 31, (w)532-5230  
David Clark, 39, 456-8033  
Eiwood Hanson, 50, (w)841-7755  
Lois Lutz, 43, 846-5494  
Bill Long, 35, 752-9725  
Carole Taussig, 40, 233-4222  
R. Palmer/C. Clarkson, 41/29, 433-0150  
Vincent Casalaina, 35, 841-8524  
Bill Permar, 33, (h)832-2482  
Keith Levy, 35, (h)(916) 488-6715  
Dean Dietrich, 38, (w)854-5222  
Chlp Edin, 38, 930-7734  
Channing Ball, 38, (w)954-6854  
Nick Franks, 37, (408) 289-9751  
Cy Eaton, ?, (707) 795-5957  
Pat Wall, ?, 552-4846

in 1,2 / wants 2,3 / races 1  
in 3 / wants 2 / races 3  
in 1 / wants 2 / races 2  
to 3 / wants 1,2,3 / races 1,2  
in 2 / wants 2,3 / races 2  
to 3,4 / wants 1,2,3 / races 2  
to 1 / wants 2 / races 2  
to 1 / wants 3 / races 2  
to 1 / wants 2 / races 1  
to 1 / wants 2 / races 2  
to 1 / wants 2 / races 2  
to 2 / wants 2 / races 2  
to 1 / wants 1,2 / races 2  
to 1 / wants 1,2,3 / races 2  
wants 3 / races 3  
to 1 / wants 2,3 / races 1  
to 1 / wants 2,3 / races 1  
to 3 / wants 3  
to 1 / wants 1,2 / races 1,2

M. Bigelow, 29, 405 Davis Ct. #503, SF 94111

to 1 / wants 1 / races 1

## LET'S GO CRUISING!

**I**t's cruising time, and these ninety-four men, ranging in age from nineteen to fifty-three, would like to find positions on cruising boats. If you're looking to head out with your boat soon, you'll be pleased to see that many of these gentlemen either offer helpful skills and/or are willing to share expenses.

As in the previous categories, we've listed the applicants name, age, and phone number. There are also three coded sections.

The first is for sailing experience:

1. = None, but with strong desire to learn.
2. = Limited to the bay.
3. = Moderate; lots of bay and some coastal sailing.
4. = Considerable; lots of bay, and coastal, plus acrossing.

The second code indicates where the applicant wants to go:

1. = Around the bay and up the delta.
2. = To Hawaii/South Pacific this summer.
3. = To Mexico and southeast this winter/next spring.
4. = To Southern California this summer.
5. = To the north; Alaska, Puget sound, etc., this summer.

The third code is for what potential crew can offer.

1. = To help maintain and prepare boat.
2. = To share expenses.
3. = Mechanical skills (electrical, engine, etc.)
4. = Jack-of-all-trades.
5. = Hot love or at least affection for the right owner.

This last question was actually intended for the ladies (well, sort of) who are looking for both sailing and romantic opportunities, but a number of males checked it anyway. We don't know exactly what they meant, but this being the San Francisco area, we won't even speculate. David Casselman, however, checked it, specifying "female," and Dennis Desisinger said he was "always male". Chuck Pullen apparently had a change of heart; first he wrote "no", then he crossed it out.

Of course there are female boat owners who will carefully examine the responses to this last question. Kay O'Donnell, for example, who is looking for cruising crew, requests they "look good in a jockstrap."

Other comments included Les Yeates, who said he was a jack-of-all-trades, but regrettably, "a master of none". Ed Kendall said he is "single, with money to spend, and has raced on a Cal 3-30." Bruce Fedor offers navigational skills and says he is currently a navigator on the U.S. Navy ship, Wichita. If that baby plows up on an ocean beach in a fog, you might try someone else. Ho, ho, ho. Enough small talk, here they are:

## MEN LOOKING TO CREW ON CRUISING BOATS

Ewald Newmann, 28, 544-9201  
Jim Morris, 31, (w)653-3436  
Dave Plekering, 30, 881-0399  
Dennis Desisinger, 20, 856-9674  
Salvino Veila, 35, (h)524-9763  
Bruce McHugh, 23, 261-2814  
Mark Bolin, 26, (707) 937-4715  
Bob Daniels, 37, 641-9059  
Poi Chin, 30, 664-6751  
Robert LeFevre, 40, (209) 524-1211  
Paul Benson, 28, 359-3778  
Mike Sadowski, 20, 948-5955  
John Ruffino, 50, 234-2152  
David Casselman, 27, (707) 745-6226  
has 1 / wants 1 / offers 1,2  
has 2 / wants 1,4 / offers 1,2,3,5  
has 2 / wants 1,2 / offers 5  
has 3 / wants 2,4,5 / offers 1,5  
has 2 / wants 1 / offers 1,3,4  
has 3 / wants 2,3,5 / offers 1,2,3  
has 2 / wants 5 / offers 1,2,5  
has 3 / wants 2,5 / offers 1,2,3,4  
has 4 / wants 2 / offers 1,2,4,5  
has 3 / wants 3,4 / offers 2,4,5  
has 3 / wants 1 / offers 1  
has 2 / wants 2,5 / offers 1,3,4  
has 3 / wants 1 / offers 1,3  
has 3 / wants 1,2,3,4,5 / offers 1,5

# CREW LIST

Chuck Pullen, 26, (h)(408) 462-1838  
 Michael Cousins, 43, 388-7153  
 Donald Malson, 30, 897-9125  
 John Hofstrand, 35, (408) 867-9519  
 Warren Long, 27, 561-7608  
 Fred Timms, 53, 937-8562  
 George Little, III, 55, 457-0443  
 Terry Phillip, 31, (707) 887-2644  
 Russ Squires, 49, 564-7867  
 Bob Rapasky, 40, 825-9623  
 Mike McCarthy, 32, (w)986-7666  
 Gino Caselli, 21, 357-5908  
 Bobby Gaston, 31, 459-1874  
 Stuart Ritchings, MD, 36, 461-1435  
 Brian Swedberg, 19, 369-6329  
 Evan Koch, 25, 824-1445  
 Joe Allen, 40, 591-9885  
 John Moreau, 37, 228-9079  
 Chris Maher, 22, 932-1444  
 Les Yeates, 43, (916) 626-6516  
 Bill Feeley, 30, (707) 544-6853  
 Thomas Dreke, 29, 561-7608  
 John Mahoney, 39, 221-9239  
 Jim Chadwick, 38, 982-2009  
 Ed Kendall, 35, 655-6053  
 Earl Trumbull, 27, (h)(707) 642-4779  
 Jeff Adams, 22, (707) 252-1834  
 Neil Stevens, 40, 655-7006  
 Chris Hicks, 22, 435-4412  
 Ken Young, 31, 347-3480  
 Fred Doster, 43, (w)687-0111  
 Charles Jacoby, 56, 922-9416  
 Lloyd Anderson, 38, 285-5842  
 Jason Weston, 20, 835-0444  
 Philo Lund, 28, 533-8535  
 Bruce Brodie, 35, 861-2510  
 Bruce Fedor, 24, (h)523-0345  
 Lance Bartle, 25, 283-0519  
 Charles Spears, 39, 587-9772  
 Scott Williams, 28, 229-1791  
 Roland Swirsky, 34, (h)(916) 726-6270  
 Pete Ackerman, 48, (h) 982-0259  
 Curtis Obl, 24, (h) 367-9932  
 Patrick Heffernan, 22, 631-0808  
 Martin Burger, 28, 864-1023  
 John Ortali, 30, 655-7336  
 T. Johnson, 28, 521,6912  
 Steven Sumnick, 33, (w) 397-2222  
 L. Adam Weiner, 24, 771-2075  
 John Thomas, 31, 221-9120  
 Martin Laphitzondo, 27, 751-2986  
 Roger Lamb, 33, (707)745-5215  
 Byron Wallin, 28, 481-1591  
 Alan Born, 36, 924-6352  
 Conrad Thurstone, 26, 285-0765  
 H. James Cornelius, MD, 43, (h)284-2496  
 Wayne Gesling, 28, (408) 358-1613  
 Michael Driscoll, 28, (408) 476-4932  
 Guy Fanelli, 26, 826-0628  
 Donald Fowler, 40, 285-1345  
 Richard Reed, 26, 285-6379  
 Stuart Yellen, 40, (408) 259-9122  
 Mike Myers, 38, 791-2773  
 Joe Sharp, 46, 941-2201  
 Hank Snelgrove, 30, (916) 666-7250  
 Mark Holtmeyer, 26, (916) 756-1948  
 Kevin Murray, 21, (916) 758-1991  
 Bob Elliott, 18, (916) 885-8387  
 Russell Taft, 23, (916) 753-1232  
 Roy McKenzie, 24, 758-2751  
 Geoff Potter, 44, 771-5549  
 Tom Tatum, 31, (h)(707) 525-1668

has 3 / wants 2 / offers 1,2  
 has 2 / wants 3,4 / offers 1,2  
 has 3 / wants 3,4,5 / offers 1,2,3  
 has 2 / offers 1  
 has 2 / wants 2,3,4 / offers 1,2,4,5  
 has 3 / wants 1,4 / offers 1,2  
 has 3 / wants 2,3 / offers 1,2,4  
 has 3 / wants 3,4 / offers 1,2  
 has 3 / wants 4 / offers 1,3,4  
 has 3 / wants 1 / offers 1,3  
 has 2 / wants 1 / offers 1,2  
 has 1 / wants 2 / offers 1,4  
 has 3 / wants 1,3,4 / offers 1  
 has 3 / wants 1,2,4 / offers 1,2,3,4  
 has 3 / wants 2,3,5 / offers 1,4  
 has 3 / wants 2 / offers 1,4  
 has 3 / wants 1,3,4 / offers 1,2,3,4  
 has 3 / wants 1,4,5 / offers 1,2,3,4  
 has 3 / wants 1,4,5 / offers 1,2,3,4  
 has 3 / wants 2 / offers 1,2,4  
 has 1 / wants 1,4 / offers 1,4  
 has 3 / wants 1,4 / offers 1,3,4  
 has 2 / wants 1,2,3,4,5 / offers 1,2,3,4  
 has 1 / wants 1 / offers 1,3  
 has 2 / wants 1 / offers 1  
 has 3 / wants 1,2,3,4 / offers 1,2,3,4  
 has 3 / wants 1 / offers 1,2  
 has 1 / wants 1 / offers 1,2,3,4  
 has 2 / wants 1,4 / offers 1,5?  
 has 4 / wants 2,3,5 / offers 4  
 has 2 / wants 1 / offers 1,4  
 has 3 / wants 2,3,4,5 / offers 1,2,3,4  
 has 2 / wants 1 / offers 1  
 has 2 / wants 2,4 / offers 1,2,3,4,5  
 has 4 / wants 2 / offers 1,3,5  
 has 4 / wants 1,2,3,5 / offers 1,3,4  
 has 3 / wants 2 / offers 2,3  
 has 2 / wants 1 / offers 1,2  
 has 3 / wants 1,2 / offers 1,5  
 has 1 / wants 1,3 / offers 1  
 has 2 / wants 2,4 / offers 1,2  
 has 4 / wants 1 / offers 4,5  
 has 1,2 / wants 1,4 / offers 1,2,5  
 has 2 / wants 1 / offers 1  
 has 3 / wants 2 / offers 1,2,4,5  
 has 3 / wants 2,5 / offers 1,2  
 has 3 / wants 1,4 / offers 1,2  
 has 1 / wants 1,3,5 / offers 1  
 has 2 / wants 1,3,4 / offers 1,2  
 has 2 / wants 1,2,4,5 / offers 1,2  
 has 2 / wants 1,4 / offers 1,3,4  
 has 3 / wants 2 / offers 1  
 has 2 / wants 1 / offers 1,2  
 has 4 / wants 2,3 / offers 4  
 has 2 / wants 1,3 / offers 5  
 has 3 / wants 2 / offers 1,3,4  
 has 3 / wants 2,4 / offers 2,4  
 has 2 / wants 1 / offers 1,3  
 has 2 / wants 1 / offers 1,4  
 has 3 / wants 1,2 / offers 1,3  
 has 2 / wants 1 / offers 1  
 has 2 / wants 1 / offers 1,2  
 has 3 / wants 1,4 / offers 1,2  
 has 3 / wants 1 / offers 1  
 has 3 / wants 2,3,4 / offers 1,2  
 has 2 / wants 1,5 / offers 1,2,3,4,5  
 has 2 / wants 1 / offers 1,2,4,5  
 has 3 / wants 1,2,3,5 / offers 1,2,4,5  
 has 2 / wants 1 / offers 1,5  
 has 2 / wants 1 / offers 1,5  
 has 3 / wants 1 / offers 1,4  
 has 2 / wants 1 / offers 1,2  
 has 3 / wants 1,2,3 / offers 1,5  
 has 2 / wants 2 / offers 1,2  
 has 3 / wants 1,4 / offers 2,4,5  
 has 2,3 / wants 1 / offers 1,5

Boomy Gall, 27, 549-2030  
 Randy Hoffmann, 30, 538-5288  
 Ely Gilliam, 29, 563-2553  
 Hugo Slevin, 28, 930-0391  
 Michael Steeter, 28, 488-4616  
 Larry Scharg, 29, 752-4953  
 Michael Horgan, 29, (w) 763-4209  
 Tom Gallagher, 27, 934-7086  
 Paul Kneitz, 26, 655-1961  
 Val Lasko, 36, (h)(916) 756-1710  
 Lloyd Madden, Jr., (408) 294-3983

has 2 / wants 1,2,3,4,5 / offers 1,2  
 has 2 / wants 1,4,5 / offers 1,2,4  
 has 3 / wants 2,3,5 / offers 1,3,4  
 has 3 / wants 2,5 / offers 1,2,5  
 has 3 / wants 3 / offers 1,2  
 has 2 / wants 1,3 / offers 1,2,3  
 has 2 / wants 1 / offers 1  
 has 3 / wants 2,4,5 / offers 2,3,4  
 has 2 / wants 1,4 / offers 1  
 has 3 / wants 1,4,5 / offers 1,2,3,4  
 has 1 / wants 1 / offers 1  
 has 3 / wants 1,4,5 / offers 1,2,3,4  
 has 1 / wants 1 / offers 1

**I**t's the ladies turn again, and once more we are using the same codes as we did with the gents. Some sixty women responded, aged eighteen to forty-four. Some, like Diana McMullen has previously owned boats, others like Anne Vando offer that familiar enticement "good cooking". Barbara Ludden not only cooks, but "sews, scuba dives, etc." Ricki Eggert is a renaissance woman, she offers "wit, charm, elegance and a great suntan".

The most difficult question the ladies had to answer was obviously the "Hot love or at least affection for the right owner" question. We deliberately made it a bit of a bozo question so that it couldn't be taken too seriously — afterall, who *wouldn't* feel affection for the right owner? We also thought the question might provoke some funny responses, and it did. Here's some comments: nineteen-year old Nancy Lippitt wrote "you know it!" Mary Foley wisely crossed the entire question out; Connie Brock wrote "why not?"; Jaye van Yzerlooy said "it can depend", but Jancie Paprate declared, "oh really!"

Coming up with the most lukewarm answer to a lukewarm question, Liz Merts said, "within reason"; love that one, Liz! Helen Hancock check yes to the question, and added "with reciprocity, of course". Of course!!! Christie Braziel offers not only 'hot love or at least affection for the right owner', but "fantastic quiches, too". Hotest of the hot, however, was "jill-of-all-trades" Helen Collins, who checked 'hot love' a record four times.

(One last caution for the guys calling these ladies who checked the 'hot love' question: ticking 'yes' on that question only means those ladies have a sense of humor, and perhaps aren't married. Not that they are ready to jump in bed with you because you own a boat. Clear on that? Good.

## WOMEN LOOKING TO CREW ON CRUISING BOATS

Sharon Baker, 31, 332-9330  
 Kathleen Tully, 25, 848-5218  
 Dorothy Martinson, 33, (w)863-8800  
 Diana McMullen, 32, (h)527-9639  
 Pat Kaminski, 34, 641-9059  
 Dorothy Kelly, 36, (h)924-3305  
 Chris Leas, 18, 668-7549  
 Betty Yett, 42, 332,7543  
 Mary Warren, 30, 458-1703  
 Ann Vando, 37, 234-2152  
 Helen Archer, 24, (h)566-2428  
 Suzanne Buchan, 26, 348-4901  
 Kelly Cuffe, 19, 359-0420  
 Lisa Schmidt, 24, (w)388-3211  
 Barbara Ludder, 21, 848-4262  
 Mary Foley, 30, 647-5691  
 Jan Brown, 21, 523-2672  
 Suzy Papanikolas, 39, 527-9730  
 Susan Camp, 30, 661-6637  
 Connie Brock, 27, (w)(408) 727-6000  
 Debbie Weingarten, 28, (h)345-3433

has 2 / wants 2,3 / offers 1,2,4,5  
 has 2,3 / wants 1 / offers 1  
 has 1 / wants 1,2 / offers 1  
 has 2 / wants 1,2,4,5 / offers 1,2  
 has 2 / wants 1 / offers 1,2  
 has 3 / wants 1,2,3,4 / offers 1,2,5  
 has 2 / wants 1 / offers 1,5  
 has 3 / wants 1 / offers 1  
 has 2 / wants 1,4 / offers 1,2  
 has 3 / wants 1 / offers 1  
 has 2 / wants 1,3 / offers 1  
 has 1 / wants 23 / offers 1,4  
 has 3 / wants 1,2,5 / offers 1,4  
 has 2 / wants 2,3,4 / offers 1,4  
 has 3 / wants 1,2,4 / offers 1,2,4,5  
 has 3 / wants 1 / offers 1  
 has 2 / wants 1 / offers 1  
 has 3 / wants 1,2,3 / offers 1,5  
 has 2 / wants 2 / offers 1,2  
 has 3 / wants 1,4 / offers 2,4,5  
 has 2,3 / wants 1 / offers 1,5

# CREW LIST

Ricki Eggert, 26, (h)931-1456  
 Jaye van Yzerlooy, 40, 444-6751  
 Helen Hancock, 35, (h)(206) 324-8627  
 Linda Merwin, 39, 566-8970  
 Helen Collins, 32, (h)756-5544  
 Kandy Pinkstaff, 28, (w)989-0630  
 Melanie Heisler, 33, (h)285-0766  
 Amy Lannen, 25, 441-2613  
 Christie Braziel, 29, (916) 486-0826  
 Mercedes See, 44, 499-1905  
 Linda Kasper, 32, (w)545-3477  
 Julie Taylor, 23, (h)897-7842  
 Barbara Retelle, 32, (707) 795-3488  
 Patricia Anderson, 25, 653-1649  
 Catherine Kennedy, 43, (h)992-1945  
 Susan Pollock, 24, (w)435-3149  
 Cassy Krause, 25, (w)261-8485  
 Diane Murray, 33, (209) 522-1508  
 Judy Miller, 42, a.m.(209) 222-1001  
 Carrie Galbraith, 24, 826-0628  
 Karen Henriksen, 25, (e)459-1970  
 Audrey Price, 26, 431-5411  
 Dinah Jenks, 27, 339-0457  
 Mindy Bokser, 28, 366-7462  
 Kathy Conway, 18, (916) 756-4131  
 Nancie Lippitt, 19, (916) 753-2402  
 Helen Rudd, 20, (916) 752-5101  
 Ria de Grassi, 21, (916) 753-7293  
 Janice Paprote, 20, (916) 753-6901  
 Faye Ridditt, 30, 739-2892  
 Michelle Price, 29, (h)339-2347  
 Phoebe Douglass, 38, 771, 5549  
 Sue Gombasy, 29, (h)865-0957  
 Liz Merts, 25, 457-3603  
 Christine Capra, 23, 654-4865  
 Kay O'Donnell, 35, 658-4002  
 Anita Adams, 24, 924-2475  
 Lisa Hammond, 20, 444-7806  
 Pat Wall, 30, 552-4846

## COUPLES LOOKING TO CREW ON CRUISING BOATS

T. & D. Niehans, 29/32, M/F, (h)848-0932  
 D. McAthie/C. Maffei, 26/28, M/F, 331-3010  
 V. Wenk/P. Grimm, 38/32, M/F, Box 14, Davenpt. 95017 has 3 / wants 2 / offers 2  
 N. Wilton/J. Oppenheimer, 20/20 M/F, 388-7161  
 D. Baker/V. Brown, 25/25, M/F, 758-0585  
 G. Gutierrez/H. Pose, 47/47, F/M, (408) 286-0270  
 H. & A. Geyer, 28/25, M/F, 892-3865  
 R. McGuire & S. MacKenzie, 28/22, M/F, (e)(805) 962-7164  
 V. & C. Rode, 24/26, F/M, (w)544-9514  
 S. & D. Donovan, 34/35, F/M, (w)791-7586

has 3 / wants 1 / offers 1,2,5  
 has 3,4 / wants 2 / offers 1,4  
 has 3 / wants 2 / offers 1,4  
 has 3 / wants 4,5 / offers 1,2,4  
 has 2 / wants 1,4 / offers 1,2  
 has 3,4 / wants 1,4 / offers 1,2,3,4  
 has 3 / wants 2 / offers 1  
 has 2,3 / wants 1 / offers 1  
 has 2 / wants 1 / offers 1,2,4

**A**llright, we've got forty-six listings of folks with cruising boats looking for crew. We'll list their name, age, sex, phone number, boat, where they plan to go, and one set of code numbers.

I am looking for crew:

1. = That is male.
2. = That is female.
3. = Whose sex doesn't matter.
4. = That is extremely experienced.
5. = That has at least coastal experience.
6. = That doesn't have experience but is willing to bust buns learning.
7. = That is willing to share some of the expenses.
8. = That looks good in a bikini.

has 2 / wants 3 / offers ?  
 has 2 / wants 1,5 / offers 1,2,5  
 has 3 / wants 1,4,5 / offers 1,2,5  
 has 2 / wants 1 / offers 1,2  
 has 3 / wants 1 / offers 1,4,5  
 has 2 / wants 1,4 / offers 1,5  
 has 2 / wants 1 / offers 1,2,5  
 has 2 / wants 1,4 / offers 1,2,5  
 has 1 / offers 1 / offers 1,5  
 has 2 / wants 1,3 / offers 1,2,5  
 has 2 / wants 1 / offers 1,2  
 has 3 / wants 1,4 / offers 1,5  
 has 1 / wants 1,2,3 / offers 1,5  
 has 2 / wants 1,4 / offers 1,2  
 has 3 / wants 3,4,5 / offers 1,4,5  
 has 2 / wants 1,4 / offers 1,2  
 has 3 / wants 1,4 / offers 1,2  
 has 3 / wants 2,4 / offers 1,2  
 has 2 / wants 3,5 / offers 1,2  
 has 1 / wants 1,2,3 / offers 1,5  
 has 2 / wants 1,4 / offers 1,2  
 has 1 / wants 1,2,3,4,5 / offers 1,2  
 has 2 / wants 1,5 / offers 1,2  
 has 2 / wants 1,2 / offers 1,2,5  
 has 2 / wants 1,2,3,4 / offers 1,2  
 has 3 / wants 2,4,5 / offers 1,2,5  
 has 2 / wants 1 / offers 1,2,5  
 has 2 / wants 1 / offers 1,2  
 has 2 / wants 1 / offers 1,5  
 has 3 / wants 1,4 / offers 1,2,4  
 has 1 / wants 1 / offers 1  
 has 1 / wants 1,3 / offers 1  
 has 2 / wants 1 / offers 1  
 has 3 / wants 1,2,4,5 / offers 1,2,5  
 has 1 / wants 1 / offers 1,5  
 has 3 / wants 2,3 / offers 1,2,3,4,5  
 has 2 / wants 1,3 / offers 1,2  
 has 4 / wants 1 / offers 1  
 has 2 / wants 2,4,5 / offers 1  
 has 3 / wants 1 / offers 1,2,2

We got a great variety of responses. Some from women owners looking for women crew, some from men looking for men, some for women looking for men, lots of men looking for women who look good in a bikini. There were even some who didn't care what sex their prospective crew was.

Youngest respondent was twenty-seven, oldest were both sixty-seven. Folks are going lots of places; Mexico, south Pacific, Europe, New Zealand, and so forth. Randy Parent says he's going to Japan, "the long way"; we didn't know there was a short one. Alan Born, clever fellow, says eventually he's going "to heaven", but that's after some local cruising.

Interestingly, these boat owners didn't check code no. 7, which is looking for crew willing to share expenses. Many owners apparently looking for companionship, rather than bucks or someone of the opposite sex to share the experience, and why not? Such folks, believe it or not, are often difficult to find.

Some wild owners are looking for ladies. Ed Kuhn wants to "screw around the bay area and on coastal trips"; can you guess which two qualities Ed is seeking in a crew? James Boyer wants crew 'that is female' and added "groups of four". John Greason wants a female crew that looks good in a bikini, "or out of one". John is pretty picky; he wants a lady "under 40"; he's thirty-nine himself — or at least that's what he says! Ho, ho, ho!

Enough introduction: Here's the laundry list.

## BOAT OWNERS LOOKING FOR CRUISING CREW

Kay O'Donnell, 35, F, 658-4002	wants 3,4,6,7,8
Rick Bringham, 35, M, Box 503, Pitt Meadows, B.C., Canada, 30' ketch, AK, HI, SoPac, NZ Aus., July .....	wants 2,5,6,7
John Reininghaus, 39, M, (209) 722-1355, 35' ketch, so., summer .....	wants 2,5,6,8
Kerry Brown, 28, M, 345-7666, 51' ketch, HI, June .....	wants 2,3,5,7
Robert Helse, 60, M, 523-1803, Angleman ketch, bay area, spring .....	wants 3,6,7
Ernest Galloway, 50, M, Box 349, Sta Cruz 95060, Flying Dutchman 35', SoPac., April .....	wants 2,6
John Taylor, 30, M, (206) 782-1687, Atkin 36', AK, Spring 82 .....	wants 2,6,7,8
Fred Quigley, 46, M, (707) 554-1158, Cat. 30, bay area, every month .....	wants 2,6,8
Michael Bigelow, 29, M, 405 Davis Ct., no. 504, S.F. 94111, Coronado 25, bay/delta, anytime .....	wants 1,2,3,4
Willy Lampe, 46, M, Box 106, Pac. Mrna. Alameda 94501, 38' ketch, S.W., HI, SoPac., April .....	wants 2,6,7,8
Karl Livengood, 42, M, (e)655-0163, Nantucket Island 33', World .....	wants 2,6,7
Bruce Westrate, 42, M, 363-2486, 35' Seagoer ketch, bay area, all year .....	wants 2,6,8
Herb Claes, 52, M, (408) 257-6042, Col. 29, W. Indies, Sept. .....	wants 3,5
B. & E. Thorsen, 30's, F/M, 848-5523, 40' ketch, Mex., Pan. Cnl., east coast, Oct. .....	wants 3,5,7
Phil Greenawalt, 38, M, 388-4414, 51' boat, Mex.-Mar., Seattle, San Juan, Desolation Sound-June/July .....	wants 2,5,8
Phil Harten, 51, M, (h)(707) 644-8556(call after 4/15), Cal 20, bay area, May .....	wants 2,6,8
Ed Kuhn, 56, M, (w)835-9818, Coronado 32, bay area .....	wants 2,8
Ron Johnson, 39, M, 530-7153, Cal 2-29, bay area .....	wants 2,7,8
Rick Schneider, 35, M, (w)966-6306, Ranger 33, Catalina, July .....	wants 2,5,6,7,8
Jeanie Rowe, 52, F, 363-1281, 35' cutter, Mexico and on, Nov. .....	wants 1,4,5,7,8
Al Wassehman, 54, M, 332-8274, 26' sloop, Gulf of Mex., Caribbean, May/June .....	wants 1,6,7
Christopher Andrew, 27, (707) 874-3211, 35' cutter, New England/Leeward Islands, August .....	wants 2,6,8
Gil McMillan, 43, M, 435-3252, 51' ketch, HI, Tahiti, May .....	wants 3,5,6
Jim Bourdon, 36, M, 654-8108, Pearson Triton, Kauai, April .....	wants 3,5
Fred Siedow, 45, (h)(408) 226-1763, Rawson 30, bay, delta, ocean, SoPac., So. Calif., Mex., anytime .....	wants 2,4,5,6,7,8
Tony Bueno, 30, M, (h)(408) 378-4716, Ericson 27, bay area .....	wants 2,5,6,8
Tom Gorrell, 37, M, 341-5111, Cat. 22, SF bay/delta, weekends/summer/spring .....	wants 1,6,8
Clif Caulfield, 30, M, 743-4575, Pearson 31, bay/delta, open .....	wants 2,6,8
Randy Parent, 30, 881-0399, Luders 33, Japan, Sept. 82 .....	wants 2,6,7,8

# CREW LIST

**Bill Middleton**, 67, M, (707) 762-7910, Coronado 35, bay/coastal/baja, this summer/fall.....wants 2,7,8  
**Steve Joaquin**, 44, M, (916) 345-1842, San Juan 28, San Juan Islands/Pac. N.W., June/Sept. ....wants 2,6,8  
**Jay King**, 49, M, Box 904, Coronado 92118, 50' ketch, Mex./So.Pac., spring/fall. ....wants 2,6,7  
**Lawrence Bryson**, 38, M, (w)362-7177, 41' ketch, bay/cruising ....wants 1,2,6,8  
**James Boyer**, 43, M, 228-1662, C.T. 41, bay/delta ....wants 2  
**John Greason**, 39, M, (e)522-5678, 42' ketch/25' yawl, bay/delta/coastal.....wants 2,6,8  
**Earl Goddard**, ?, M, 325-2522, Buccaneer 305/US 305, coast, Channel Islands, Catalina, San Pedro, San Diego, June/Aug.....wants 1,5,6,7  
**Craig Johnson**, 37, M, 937-8562, Nor'West 33, So.Pac./Australia/Mex., fall '82. ....wants 2,6,7,8  
**Woody Woodbury**, 67, M, (707) 422-5112, Montgomery 17, bay/delta ....wants 3,6  
**Channing Ball**, 38, M, (w)954-6854, Pearson 33, bay/delta, year-round.....wants 2,6,8  
**Dave Hatch**, (e)361-1505, Mariha 31, HI, Canada, May/June ....wants 3,5  
**Arthur Johnson**, 40, M, (408) 476-1389, Westsail 32, Mex., HI, May ....wants 2,5,7  
**Jim Denicola**, 33, M, (714) 675-2324, Westsail 32, Calif., W. Indies/Europe, Jan. 82.....wants 3,5,7  
**Alan Born**, 36, M, 924-6352, Thunderbird 26, bay ....wants 3,8  
**C. Kennedy**, 43, F, (h)992-1945, Columbia 22, bay/delta, wknds ....wants 2,6  
**Kenneth Mahoney**, 51, M, 788-3899, 43' cutter, everywhere practically.....wants 2,6,7,8  
**Harry Hinz**, 46, M, (916) 777-5436, Golden Hind 31, Mex., etc., 2/20/71.....wants 2,6,7,8  
**Bad Biehl**, 36, M, 471-2520, rm. 104, Ericson 35, Santa Barbara/Channel Islands, June 20th.....wants 2,6,8  
**Stu Dixon**, 32, M, (w)255-4200 ext 213, Islander 37, Channel Islands, August... ....wants 2,8

**Brin Shaw**, 37, M, 951-5557, Catalina 38, bay/delta/coastal, all year.....wants 2,6,7,8  
**R. & S. Jardine**, 36/22, M/F, 1018 E. Lexington, no. 12, El Cajon 92020, CT 41, circumnavigate, October.....wants 2,6

## T

hat's it for this year's Crew List, messy as it is. Obviously we can't guarantee it will work for you, but we hope we've made it clear that opportunities abound. And this is just the tip of the iceberg. Good luck to you all!

P.S. — If you strike out with our list, you might be interested in this.

I'm hearing noises about crew lists again, so this is probably a good time to put in a plug for the Cal Sailing Club Crew Placement Service. The service is available to non-members (there's no charge), and after five years of operations we have quite a few good matches to our credit. We can be reached through the Cal Sailing Club answering machine at 845-3484. Potential crew are entered in the crew file with a summary of their experience (you don't have to have any). Skippers who call are referred to five or six appropriate names from the crew file, and they take it from there.

Last-minute placements are a specialty . . . so write the number on the bulkhead in front of the chart table!

Paul Kamen  
Commodore, Cal Sailing Club

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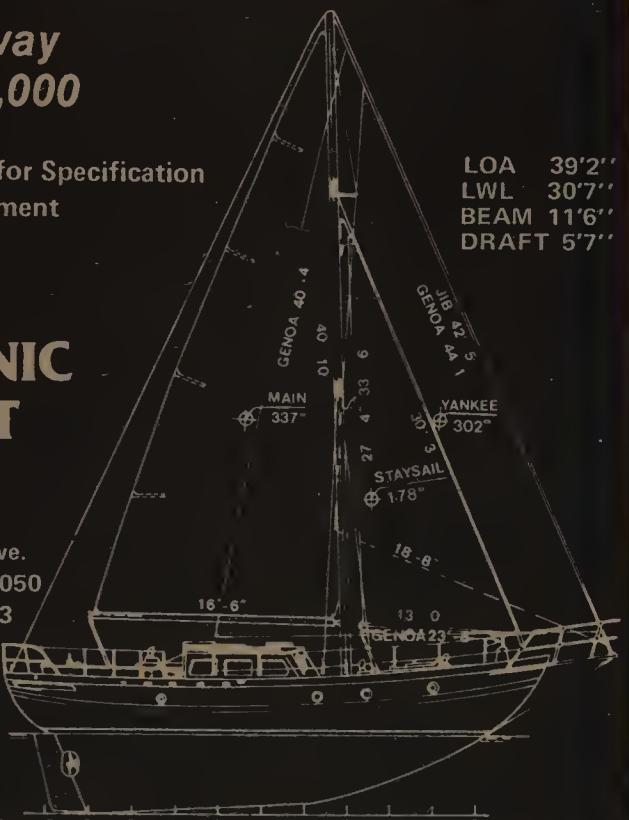
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1974 Roga, excellent condition, fully equipped. Boat cover and heavy-duty trailer. \$1200.  
(415) 387-7826

### WANTED!

One C.Q.R. 35-lb. anchor and a manual windlass. Both have to be in good working condition and reasonably priced.  
Thanks, Bill (415) 651-4144 eves.

### 20' MAKO

Center console, fishing boat. 135 hp & 6 hp Johnson o.b.'s. VHF & CB radios, compass, anchor, full canvas plus boat cover, 4 life jackets, fenders, seat cushions, built-in cooler, live bait wells & rod storage. Shoreline galvanized trailer w/spare. \$7500.  
(415) 376-8799

### WANTED — WOODEN SAILBOAT — 30' PLUS

Does not need lots of brightwork. Does need strength/quality materials. Cruiser with good speed and ability to go well to weather. Cash for reasonably priced boat in good shape.

Jeff (415) 935-7096

### ERICSON 27

1/2 interest for sale. New 10 hp outboard, four sails; main, 170, 120, working jib. Two anchors, batter with charger, k.m., extras. Berkeley berth. Must sell, bought new boat. \$6,800/offer.  
(415) 820-5954

### NEO-LIFE DEHYDRATED FOODS

Superior quality, balanced diet, convenient no. 2½ tins for easy storage aboard. Ease the galley job or for emergency use. Catalog, prices, information on preparing call (415) 582-0670 or write Neva Cochrane, 3094 Horseshoe Ct., Hayward, CA 94541.

### NEED A YACHT CLUB?

CAL SAILING CLUB offers Associate membership for YRA, SYRA and SBRA racing for \$45/year. Regular membership available for \$30/quarter for lessons, racing, cruising & windsurfing.

Crew placement available.

Help support our non-profit, cooperative sailing program.

CAL SAILING CLUB — (415) 845-3484  
Third Floor, Eshleman Hall  
UCB, Berkeley, CA 94720

### SMALL SAILBOAT PARTS & TRAILER

FJ sails (all kinds), Super Satelite 14 (needs work), Sears trailer, Wood Pussy (east coast) cat rig & sail. Consider trade for inflatable/navigator equip.  
Call Jim: days (415) 233-8220 ext. 234 or leave message (707) 938-1301.

### NEW BOW & STERN PULPITS

Double rail construction, will fit 30-40' sailboat. will modify to fit your boat. \$450.  
(415) 388-3044 eves.

### SIGNS

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T. SHEA & E. SCHWALBE  
(415) 332-6039

### CREW MEMBERS NEEDED

I am looking for several ENTHUSIASTIC people to crew on a Catalina 30 for YRA and other races this year. Some experience is desirable but commitment to winning and practicing is most important.

Ask for Dean (415) 854-5222; (408) 354-3976

### 1979 SANTA CRUZ 27

Immaculate, race-ready w/six bags of Swenson sails, new bottom paint. Fully equipped to race all classes. Includes 1979 Trail-Rite trailer & four hp Evinrude. \$25,000 includes slip in Monterey.

Phone: (408) 422-9693(d) or (408) 758-6969(e)

### PETERSON 34

1978 Racer/Cruiser, bristol, complete safety gear, 6-man liferaft, 8 bags, Brickyard Cove slip, complete electronics, VHF, Electro-san, CNG stove, hydraulic backstay adjuster, Gemini headfoil, 15 hp dsl., IOR 25.9, \$69,950.  
(h) (916) 534-0961, (w) (916) 534-1251

### WANTED

48' to 55' wooden mast with or without rigging.  
(415) 457-5267

**WANTED — SAIL TO HAWAII**

as paying passenger/working crew member during months of May or June. Leave San Francisco or L.A. Prefer 50' or larger. L.J. Maissen, P.O. Box 675, Mill Valley, CA 94941 (415) 388-6406.

**CAL 2-27**

Recently surveyed in new boat condition. 5 sails, VHF, fathometer, 12 hp diesel, brass ship's clock, barometer. Port-hole mirror and lamp. A beautiful boat! Asking price: \$28,000. (408) 867-6349

**CLASSIC**

24' Lapstrake Sea Skiff. Exc. cond., cabin 2 bunks, sink, head, fwc, hyd. rev., compass, d.s., VHF, live bait, canvas, berth available. Great boat for Bay & Delta. Economical. \$6,500/offer/Trade for Sail. (415) 568-1262

**FOR SALE — 1980 S-2 30' AFT CABIN SLOOP**

Exceptional family cruising boat — fully loaded! Combi datacenter w/wind, depth, log, speed & trim, 62 chnl. VHF, Ritchie compass, Lewmar self-tailing primaries, CNG cooking, fresh-water diesel, water heater, 30 amp charger & even a bathtub! (408) 358-3118

**AUSTRALIAN 18' SKIFF BRUCE FARR-DESIGN**

Includes three complete rigs, five spinnakers, three spinnaker poles, two centerboards, trailer and trapeze gear. This is the latest travelodge boat. \$5,000.

John Olson (415) 465-2313 (415) 865-1836

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By the People Who Commission the Cheoy Lee's  
Call Allan Lindskog, days or nights at (415) 383-4679

**GREATEST CRUISING BOAT!**

1977 Traveler 32 f/g cutter, exc. condition. Loaded with new cruising gear. Please consider this boat if you are looking for a fast, comfortable cruiser with a proven record! Reduced to \$48,900 this month only. (415) 924-9698 (415) 863-8517

**ERICSON 27**

Inboard engine, Pineapple sails, 6'1" headroom, sleeps 5, depthsounder, knotmeter/log, compass, AM/FM/Cassette stereo, 120v. shorepower, lifelines & pulpits, rigging set up for easy singlehanding. Much more equipment, very clean. \$21,000.

Call Glen: (415) 865-5733

**30' C&C CUSTOM HALF TON**

13 Norths, 7 Barients, 5 Signets, Navtec, VHF, stereo, Volvo diesel, balsa core deck & hull. Beautifully maintained, fast, low (21.4) rated yacht. Compare and call anytime.

(415) 521-8025

**MARINER BOAT YARD — ALAMEDA**

Do-it-yourself special — out Friday, in Monday — \$3.00/ft. with bottom wash.

No lay-day charge.

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**SAILING, SEAMANSHIP, PILOTING**

Ten, On-The-Water, three-hour lessons, \$25 each. Other options. Future boatowners a speciality. Start out right and call or write:

SEASPEED SAILING (415) 843-1318  
P.O. Box 9243, Berkeley, CA 94709

**DON'T HAVE THE RIGHT BOAT TO GO CRUISING?**

Stop looking. 40' Alden cutter, 1935, excellent condition, cruise equipped, SS rigging, diesel motor, windvane and most of gear new in '78. Asking \$58,500. (415) 355-1003

**ISLANDER 28 SAILS**

built by DeWitt and in excellent condition. For sale to best offer are a 130% genoa, a mainsail, and a 90% tri-radial spinnaker. Phone: 435-9513 evenings for details.

**NEWPORT 30 II, 1979**

Fantastic race equipped, Pineapple sails, head foil, etc. Great cruiser, Volvo dsl., VHF, depth, speed, stereo, etc. For sale or trade for smaller sail, prefer trailerable, possible owner finance. (415) 532-1436

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**QUALITY STEEL BOAT CONSTRUCTION**

Commercial, Pleasure, Sail, Power.

Your plans or ours, several to choose from.

Call or write: COAST MARINE CONSTRUCTION  
P.O. Box 357, Cotati, CA 94928 (707) 829-2507

**CHEOY LEE OFFSHORE 40' YAWL**

Bristol cond., Westerbeke dsl., tri-cabin, 2 heads, shower, f/g dinghy, self-tailing jib, full instrumentation — ckpt. mtd., 100 gal. wtr., 60 gal. fuel, plexiglass skylites. Beautiful, fast f/g & teak cruiser. Lloyd's spec. hull. \$79,000. Slip avail. Stuart McKelvey, 70 Barbaree Way, Tiburon, CA 94920 (415) 388-3518.

**WANTED TO BUY**

Scrap lead for boat keel

Bob Hogin: 523-4388 days: 523-0713 eves.

**SAILBOAT EQUIPMENT**

24' spinnaker pole \$300; Orinda autopilot (wind/compass sensors) \$795; ssb TransPac crystals \$1095; 5 hp Seagull \$395; Sea Stay 41' \$250; Backstay set for 7/8 rig \$90. (415) 392-7700 ext. 278

**BOAT BUILDING SITE FOR RENT**

Near the Oakland Estuary at 4037 E. 7th St. Large house needs much repair. Please write P.O. Box 1, San Jacinto, CA 92383 or phone: (415) 428-2691 eves.

# PETER JONES YACHT BROKERAGE

(415) 386-5870

**BUYERS:** If you're looking for a boat & don't see it here, or if you don't know which boat among the many alternatives will satisfy your sailing needs, then please call. My listings change constantly, & I may have some suggestions if you haven't decided on a specific boat.

## SAIL

41' YANKEE CLIPPER. F/G ketch, dsl., lots of gear	INQUIRE
40' TRINTELLA. 1972 aft cabin ketch. Perkins dsl., autopilot, vane, & much more. European design built & maintained to highest standards w/berth in S.F. W. harbor.	140,000
37' PEARSON 365 KETCH 1977. 4 sails, dsl., electronics	\$78,900
36' BRISTOL CHANNEL SCHOONER 1980. Lyle Hess-design, needs completion. Super workmanship, Saab dsl. & lots of gear	\$33,500
35' PEARSON '69. Bill Shaw; clean, organized cruis'g boat, dsl., extras	\$54,000
34' TARTAN. '74, S&S keel, ctrbrd. design w/auto, windlass, lots more.	\$41,000
33' PEARSON VANGUARD. Very clean.	\$33,500
32' ATKIN THISTLE. Sturdy ferrocement dbl.-ender, Sabb dsl., more.	\$28,000
30' PEARSON. '73, extra clean, frig., Loran, Avon, autoplt., more.	\$29,500
30' DUTCH SLP. '59, mahogany/oak, exc. cond., S.F. W. harbor berth.	\$21,000
30' SPARKMAN&STEPHENS SLP. by North Star. Whl. steer'g.	\$25,000
30' YANKEE 1972. S&S, 5 headsails & spinnaker.	\$30,000
30' OLSON 1980. Gleaming and super fast.	\$37,000
30' DUFOUR ARPEGGE. '69, cruise ready, fast; dodger, sails, dsl., elecs.	\$29,900
30' WINDWARD 1967. F/G, roomy cruising sloop w/diesels.	\$26,500
27' SANTANA 1969. Spinnaker, 3 jibs, VHF, Evinrude o.b.	\$15,000
27' ERICSON 1972. Complete custom interior and more.	\$25,900
26' DAWSON. Aft cabin, shoal draft cruising ketch, inboard.	\$19,000
25' SANTANA 525 1977. Headfoil system, spinnaker, Volvo o.b.	\$13,800
25' O'DAY. Honda o.b., 3 sails, & Sausalito berth	\$13,500
25' FRISCO FLYER by Cheoy Lee. Masthead rig, Sausalito berth	\$10,500
25' PETERSON 1976. Like new, much gear & possible S.F. slip.	\$18,500
24' MOORE. Super equipped, super clean, super fast.	\$19,500
24' COLUMBIA CHALLENGER. Very clean, stiff, one-design.	\$7,500
24' GLADIATOR. 4 bags, 1979 Johnson o.b., Sausalito slip.	\$6,100
22' CATALINA 1973. New mast, Seagull o.b., galv. trailer.	\$6,500
22' COLUMBIA 1966. Honda o.b., self-furling jib, Marin berth.	\$5,000

**SELLERS:** If you own any well-built boat in gd. cond. & want an honest & capable person to represent you during the problems of negotiation, financing, sea trial, survey, title transfer, insurance, property tax proration & the inevitable bizarre Snafu, please call & list your boat.

## WE GUARANTEE A BERTH WITH EVERY BOAT WE SELL — NEW OR BROKERAGE

24' C&C SLOOP, '77 With Johnson 6 H.P. Aux.	\$16,000
25' FOLKBOAT, '55 SLOOP 6 Sails, Volvo Inb. Lapstrake	\$ 6,500
25' CATALINA '78 W/TRAILER Like New — 5 Sails — Loaded	\$17,950
26' COLUMBIA MARK II SLOOP Plenty of Equipment — Sharp	\$12,500
27' C&C 1978 SLOOP Diesel Auxiliary	\$29,900
8.7 METER COLUMBIA '77 SLOOP Atomic 4 — Good Equip.	\$33,500
30' YANKEE '72 Loaded, super clean, S&S design	\$30,000
30' PEARSON '76 SLOOP Red Beauty — Lots of Equip.	\$29,500
35' YORKTOWN '76 PILOTHOUSE Cutter — Volvo Dsl. — Loaded	\$59,000
36' MARINER KETCH '79 Perkins 4-108 — Loaded	\$76,000
37' TAYANA CUTTER '77 Perkins 4-108 — Cruise Ready	\$78,000
37' "TINTAGEL" CUSTOM PETERSON 1 TONNER (Full Race), Successfully Campaigned in Seattle, Now At Our Docks	
44' ISLANDER '75 SLOOP Perkins 4-107	\$90,000

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San Francisco, CA 94133

(415) 781-2997

## — SELECTED BROKERAGE —

### — SAIL —

26' Excalibur, like new.....	Offer
30' Clipper .....	13,500
31' Pearson .....	45,000
33' Ranger .....	51,000
33' Yamaha .....	60,000
34' Cal, o.w.c., money maker in charter.....	51,000
35' Challenger, good liveaboard.....	63,500
36' Islander .....	2 avail. 58,500
37' Gulfstar, gd. charter boat.....	78,000
37' Hunter .....	68,000
39' Cal, loaded .....	99,500
40' Alden cutter .....	58,500
40' Valiant, '79, U.S.C.G./26 pass.....	Offers
41' Sea Tiger .....	85,000
41' Morgan, '78, exc. cond.....	99,500
44' Tiburon, beautiful, o.w.c.....	120,000
45' Garden ketch .....	175,000
45' Columbia .....	89,000
57' Custom Yawl .....	58,000

### — POWER —

32' Pacemaker, SprtFshr.....	49,500
32' Trojan SprtFshr.....	55,000
47' Chris Craft, needs work .....	Offer

**NOW IS THE TIME TO BUY!!** We have Owners Who Will Finance their boats

— Owners who will consider trades, both for real estate and larger or smaller boats — Tax Advantages with purchase of charter.

## EDGEWATER YACHT SALES, INC.

BRIDGEWAY AT TURNER  
Sausalito, California 94965

(415) 332-2060

22' CATALINA — lots of gear, Sausalito berth .....	\$4,950
23' VENTURE — cutter .....	asking 5,900
23' ANDERSON — cruising cutter, inb. eng.....	4,500
24' LAPWORTH — full keel, loaded, AI .....	6,750
24' GLADIATOR — full keel, loaded .....	6,500
24' COLUMBIA — full keel, like new .....	5,500
25' YAMAHA — '78, dsl., full race .....	17,750
25' CATALINA — '77, very clean, roomy, full race .....	11,950
25' FOLKBOAT — owner anxious .....	try 5,500
26' COLUMBIA MKII — bristol condition & loaded .....	13,500
27' CATALINA — inb., VHF, autopilot, etc.....	16,950
27' NEWPORT — ib eng., bow/stern pulpits, AI cond.....	14,900
28' TRITON — new paint/interior, loaded w/gear .....	try 16,000
28' BUCCANEER — 2 cabins, dsl., center cockpit .....	15,000
30' NORTHSTAR — wheel, good inventor .....	25,000
30' RAWSON KETCH — ready to cruise .....	only 24,000
30' PEARSON — has everything .....	try 22,500
32' DOWNEAST CUTTER — very long list of gear .....	52,500
32' ARIES SLOOP — full cruise .....	45,000
34' COLUMBIA — full keel, dirty by cheap .....	try 27,500
35' FINN CLIPPER — diesel, motorsailer .....	46,500
36' CROCKER "SEA DAWN" KETCH — diesel .....	try 23,000
37' IRWIN — center cockpit, full cruise, plus .....	62,500
43' SPENCER CENTER COCKPIT KETCH .....	try 70,000
44' PEARSON COUNTESS KETCH — loaded .....	110,000
45' BREWER DBL. CABIN CTR. CKPT. — ketch .....	115,000

# BOB TEFFT CRUISING

415-332-3690



2829 BRIDGEWAY, SUITE 201, Sausalito, CA 94965

## SELECTED LISTINGS

20'	Bingham "Flicka", 1975, cruising sloop, character.....	\$14,500
28'	Westsail cutter, we have two to choose from.....	39,500
30'	Herreshoff teak ketch, '62, new mast, sails and dsl.....	28,000
30'	Heavy double-ended cutter, 4 cyl. BMW dsl., spacious.....	23,000
30'	Atkin schooner, 1970, dsl., Mexico & Hawaii vet.....	25,000
37'	Tayana cutter, 1976, good equipment and ready to go.....	67,500
37'6"	Atkin "Ingrid" dsl. ketch, 1948, Aries vane, extras.....	54,900
40'	Linderman aft cabin cruising sloop, just returned.....	65,000
40'	Alden cutter, 1935, excellent condition and & gear.....	58,500
40'	Alden cutter MS, 1958, GM 4-51, radar, A/P, clean.....	68,000
42'	Alden cutter, 1940, \$25,000 spent on her last three years.....	49,000
43'	Brewer ketch, 1973, spacious with good gear.....	110,000
45'	William Hand stays'l schooner, very strong, ready.....	65,000
45'	Explorer ketch, 1979, good gear, comfortable.....	110,000
45'	Hanna brigantine, 1961, very experienced character.....	69,500
46'	Campos ketch, 1949, sister to famous "Gaucho".....	65,000
49'	English cutter, 1964, 17 sails, good gear, beautiful.....	100,000
50'	Bluenose type stays'l schooner, 1974, teak hull.....	225,000
50'	Challenger ketch, 1974, radar, Loran, A/P, trades.....	165,000
55'	Chapelle gaff schooner, 1960, flush deck beauty.....	195,000

## SPECIALIZING IN OFFSHORE CRUISING BOATS — Over 100 listings

Particulars are believed to be correct but are not guaranteed;  
subject to price change, prior sale or withdrawal without notice.



Insurance

## KERMIT PARKER YACHT BROKERAGE

San Rafael Yacht Harbor, 557 Francisco Blvd.  
San Rafael, CA 94901 (415) 456-1860

### — FIBERGLASS —

22'	Columbia, with Honda 7.5.....	\$5,500
26'	International Folkboat.....	15,000
26'	Thunderbird sloop.....	5,000
27'	Nor'Sea custom cutter.....	36,000
29'	New Zealand H-28 sloop, equipped.....	36,000
30'	Sparkman & Stephens Northstar 1000.....	25,000
34'	Islander sloop, diesel.....	36,500
35'	Coronado sloop, diesel.....	39,900
44'	Tiburon, aft cabin ketch.....	120,000
45'	Freedom aft cabin ketch.....	189,000
45'	Brewer aft cabin ketch.....	110,000
NEW — 39' Cavalier Luxury Cruiser, from New Zealand.....		89,900

### — WOOD —

26'	Herreshoff type yawl with diesel.....	20,000
26'	Fellows & Stewart cutter with diesel, reduced.....	15,500
30'	Bird boat, S.F. bay classic.....	10,000
30'	Friendship sloop, diesel.....	35,000
30'	Bermuda ketch.....	25,000
36'	Lester Stone sloop, diesel.....	try 25,000
37'	Custom Garden ketch.....	55,000
40'	Atkin pilothouse cutter.....	61,500
40'	Crocker cutter.....	68,000
40'	Alden motorsailer.....	68,000
41'	S & S yawl.....	69,500
48'	Alden cutter.....	69,000
55'	Custom Meese ketch, new diesel.....	150,000

### — POWER —

40'	Classic Matthews sedan cruiser.....	20,000
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Many Other Listings To Choose From

Jane Rundell  
Broker



OPEN 7 DAYS A WEEK  
From 9 a.m. to 5 p.m.

Clipper Yacht Harbor, Foot of Harbor Dr., Sausalito, CA 94965  
(415) 332-3855

## SELECTED BROKERAGE

### SAIL

25'	BAYFIELD, DIESEL, 1977.....	\$ 22,500
26'	ERICSON, 1967.....	\$ 13,900
26'	DAWSON KETCH.....	\$ 19,950
2-27'	CAL, 1978.....	\$ 24,500
28'	COLUMBIA.....	\$ 19,950
32'	ERICSON, 1972.....	\$ 35,000
32'	DREADNOUGHT, 1978.....	\$ 84,000
34'	HANNA GAFF KETCH.....	\$ 25,000
34'	PETERSON, 1977.....	\$ 70,000
36'	CREALOCK KETCH, 1979.....	\$ 85,000
39'	INGRID KETCH, 1979.....	\$ 55,500
41'	ROBERY PERRY, 1978.....	\$ 89,500
42'	PRAT SLOOP, 1980.....	\$ 89,500
45'	BREWER KETCH, LOADED.....	\$125,000
47'	ROBERT PERRY, NEW KETCH.....	\$140,000
53'	SPENCER, KETCH.....	\$185,000

### POWER

61'	TRUMPY TWIN DIESEL.....	\$200,000
50'	CHRIS CONNIE, TWIN DSL.....	\$135,000
42'	GRAND BANKS, TWIN.....	\$108,000
41'	TWIN DSL. TRAWLER, NEW.....	\$ 98,500
41'	CONCORDE, TWIN DSL.....	\$135,000
40'	BLUE WATER TRAWLER, TWIN.....	\$ 92,000
36'	EAGLE TRAWLER.....	\$ 65,000
35'	CHRIS CRAFT SPT. FISHER, F/G.....	\$ 59,500
31'	TROJAN, F/G, TWIN.....	\$ 18,000
28'	CHEOY LEE TRAWLER, 1979.....	\$ 59,500

## Mike Lampe Yachts

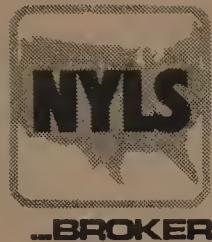
### "WE'RE BULLISH ON BROKERAGE"

J-24 1977	Well equipped, East Coast boat.....	\$13,995
Cal-24 1960	Loaded, 5 sails, Evinrude.....	6,600
C&C 24 1977	High quality, in beautiful shape.....	16,000
O'Day 27 1977	Better than new, fresh wtr. boat....	19,900
Columbia 8.7	Fully equipped, teak & holly sole.....	33,500
O'Day 30	2 to chose from, owner financing avail....	42,500
Bristol 29.9	Well equipped, Herreshoff design.....	49,950
Pearson 30 1976	At our docks, well-equipped.....	27,900
Islander 30 '71	Full race, Pineapple sails, very competitive...	28,500
Swift 33	Built to Lloyd's specs., Volvo dsl. & more....	62,950
Pearson 33 1974	Loaded, family cruiser.....	35,000
Pearson 323 1977	Offshore cruiser, dsl., dodger.....	55,000
Fisher 34 1977	North Sea pilothouse motorsailer....	99,950
Fisher 37 1979	Almost new, completely equipped.....	150,000
Islander 44 1975	Well-known cruiser, cruise equipped.....	90,000

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YOUR...



# SKIPPERS

WE HAVE ONE OF THE LARGEST INVENTORIES  
IN THE BAY AREA

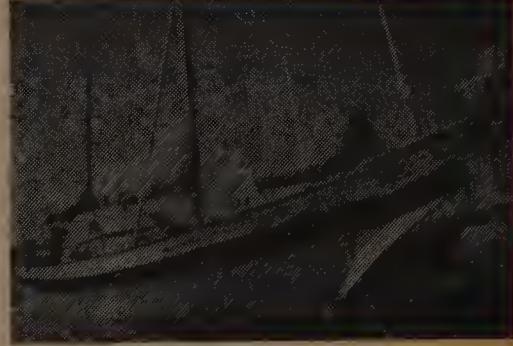
## Select Brokerage Listings



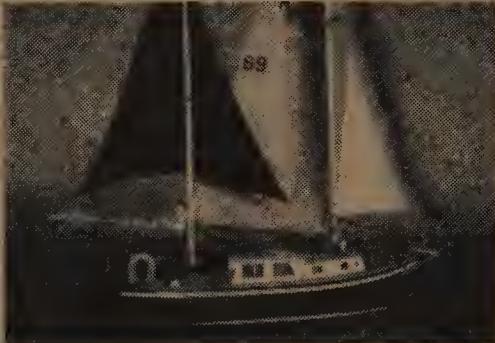
**FORMOSA KETCH**, 1977 — Ford Lehman Dsl., full elec., incl. radar, 2 Lectra San, 2 showers, kero. stove, 2 freezers, full sails. South Sea Veteran. Try \$156,500.



**NEW 34' AFT CABIN FORMOSA SLOOP** — Volvo dsl., walk-through to aft cabin! Lots of teak, fully equipped. \$56,900.



**FREEDOM 45'**. 1978 Garden-design center cockpit, full electric, auto pilot & much more. \$189,500.



*Special of the Month!* Fix it up and Save! '70 MARINER 31. Perkins dsl., VHF, d.s., Kero heater, ssv, shower, f/g hull. \$29,000.

17' MONTGOMERY .....	\$ 5,500
20' BAY LADY.....	3,450
20' PETERSON MERMAID.....	2 from 4,000
20' CAL.....	2 from 6,000
21'6" TREASURE ISLANDER.....	2,500
21' RUSSELL MARINE.....	5,000
21' VICTORY.....	2,500
22'6" RANGER.....	8,350
22' EAGLE.....	7,500
22' SANTANA.....	7,000
22' TANZER .....	9,000
22' BRISTOL .....	7,400
22' AMERICAN .....	7,800
22' COLUMBIA .....	5,500
23' RANGER .....	12,000
23' BEAR BOAT .....	5,900
23' CLIPPER MARINE .....	5,900
24' NEW ENGLAND .....	3,950
24' CAL .....	6,700
24' COLUMBIA CHALLENGER.....	2 from 6,500
24' BRISTOL (Corsair).....	12,500
24' COLUMBIA CONTENDER.....	4,000
24' ISLANDER .....	6,000
24' SAN JUAN MKII .....	17,000
24'7" SANTANA 25 1/4 TON .....	13,900
25' MONK .....	8,400
25' VENTURE .....	2 from 7,000
25' CATALINA .....	14,500
25' SEILDMANN .....	23,500
25' CAL .....	14,000
25' SANTANA .....	15,000
25' TRIMARAN .....	4,500
25' PETERSON 2-25 .....	20,000
25' ERICSON .....	22,950
25' NORDIC FOLKBOAT .....	6,500
25' LANCER .....	13,500
25' CORONADO .....	8,900
26' PEARSON ONE-DESIGN .....	17,500
26' PEARSON ARIEL .....	2 from 12,500
26' GRAMPIAN .....	15,000
26' COLUMBIA 26T .....	14,500
26' COLUMBIA .....	14,500
26' RANGER .....	2 from 10,900
26' PEARSON .....	17,500
26' S-2 .....	25,000
25' NORDIC FOLKBOAT .....	6,800

26' INTERNATIONAL FOLKBOAT .....	15,500
27' CAL 2-27 .....	24,500
27' CHEOY LEE OFFSHORE .....	26,000
27' ISLANDER .....	16,500
27' C&C .....	29,900
27' CATALINA .....	23,500
27' CORONADO .....	11,500
27' ERICSON .....	27,000
27' VEGA .....	25,500
27' HANNA GULFWEED .....	6,000
28' PEARSON TRITON .....	2 from 17,000
28' COLUMBIA 8.7 .....	2 from 33,000
28' NICHOLS BUCCANEER .....	15,950
28' KINGS CRUISER .....	2 from 6,500
28' TAI-PAN .....	28,000
29' ERICSON .....	26,500
30' COLUMBIA .....	31,850
30' H-30 .....	25,000
30' NEWPORT .....	23,000
30' ALBIN BALLAD .....	31,000
30' PACIFIC .....	14,000

30' ODYSSEY YAWL .....	27,500
30' CLIPPER MARINE .....	15,000
30' ERICSON, 1979 .....	55,000
30' RAWSON PILOTHOUSE .....	56,000
31' MARINER .....	29,000
31' GOLDEN HIND .....	35,000
31' AFT CABIN .....	35,900
32' BRISTOL .....	39,950
32' ERICSON .....	36,900
32' ISLANDER .....	51,000
32' CHALLENGER .....	47,000
32' PEARSON .....	59,500
33' NOR'WEST .....	53,000
33' FJORDPLAST .....	65,000
33' MORGAN OI .....	45,000
35' WILLARD .....	78,500
35' CAL .....	2 from 59,000
37' IRWIN .....	90,000
37' WESTER PACIFIC (Rafiki) .....	78,500
37' FAIRFAIR GARDEN .....	52,000
37' O'DAY .....	60,500
38' FARALLONE CLIPPER .....	50,000
39' IRWIN CITATION .....	69,000
39' MISTRESS .....	105,000
39' DOUBLE END KETCH .....	55,000
40' MARINER .....	85,000
40' CHALLENGER .....	69,000
41' FORMOSA .....	2 from 82,000
41' MORGAN .....	97,000
41' BENNETT .....	47,500
41' CT .....	2 from 75,000
42' WESTSAIL .....	150,000
44' RHODES .....	110,000
44' HARDIN BOUNTY .....	110,000
44' PETERSON .....	115,000
45' FREEDOM .....	189,500
45' SPARKMAN & STEPHENS .....	55,000
45' COLUMBIA .....	82,250
45' FRANZ MAAS .....	110,000
50' HARTOG .....	26,000
50' PEREGRINE .....	220,000
51' FORMOSA .....	156,500
52' AL BROOK .....	28,000
52'8" PASSAT KETCH .....	120,000
60' BURGER (Rhodes) .....	200,000
61' ANA MARIA .....	225,000

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**40' TRINTELLA** — Holland-built to the highest standards, teak decks, aft cabin, 2 heads-showers, ready to world cruise — exc. liveaboard. Prime S.F. berth incl. Asking \$140,000 or consider property trade or ?



**ERICSON 35** — Swift, luxurious performance cruiser/racer in beautiful cond. w.loads of gear. At our docks — Seller asking \$49,000/offer.



**NORTHSTAR 500** — 25-ft. sloop designed by S&S. Super equipped pocket cruiser w/i.b. & racy performance. Asking \$17,000 — seller motivated. S.F. berth included.

Paul Kaplan, Christine Kaplan,  
Mary Jo Foote

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20' CAL	6,000
22' SANTANA	10,000
23' KELS COASTER	7,700
23' BEAR	3 from 5,900
24' J-24	15,500
24' CAL	6,700
24' GLADIATOR	8,000
24' NORTHSTAR	2 from 17,000
24' SAN JUAN	16,667
24' NIGHTINGALE	12,900
25' CATALINA	13,750
25' SANTANA 525	14,950
25' KILLER WHALE	13,000
25' CORONADO	8,400
25' JR. CLIPPER	OFFER
25' NORTHSTAR	17,000 ★
26' THUNDERBIRD	OFFER
26' RANGER	14,500
26' PEARSON COMMANDER	13,500 ★
26' S-2	25,000
26' EXCALIBUR	9,700
26' COLUMBIA	2 from 13,750 ★
27' CHEOY LEE O/S	24,000
27' CAL	18,000 ★
27' SANTA CRUZ	18,900
28' WYLIE	27,000
29' COLUMBIA	35,000
30' HERRESHOFF BERMUDA	29,500
30' BIRD	OFFER
30' BURNS ½ TON	39,500
30' HURRICANE	17,000
30' KNARR	11,500
30' PACIFIC	12,500
31' AUXILIARY CUTTER	OFFER
32' VANGUARD	31,000
32' 5.5 METER BOAT	7,250
33' CAL	42,500
33' MORGAN	38,800
35' ERICSON	49,000
35' SANTANA	80,000
35' PEARSON	59,000
35' ALBERG	39,000
35' GARDEN KETCH	47,500 ★
36' HERRESHOFF K.	54,900
36' L-36	30,000
36' FARR ONE TON	2 from 64,900
36' AUXILIARY SLP	14,600
37' APACHE	48,000
37' CF	59,900
37' RAFIKI-CUTTER	78,500
38' ALAJUELA	94,000
38' FARALLONE CLIPPER	42,000 ★
40' TRINTELLA KETCH	140,000 ★
40' CHEOY LEE O.S.	67,500
40' LADY HELMSMAN	68,000 ★
40' GARDEN KETCH	85,000
41' MORGAN	105,000
43' METER (sister—Yucca)	29,500
43' SWAN	139,000
44' PETERSON	110,000
45' STEEL YAWL	110,000
47' STEEL KETCH	75,000
50' OFFSHORE SLOOP	220,000
55' STEWARD KETCH	170,000
57' SEA LION #1	150,000
59' STAYSAIL SCHOONER	225,000
65' MOTORSAILER	149,000

\* Boat Includes San Francisco Berth

## AT OUR DOCKS!

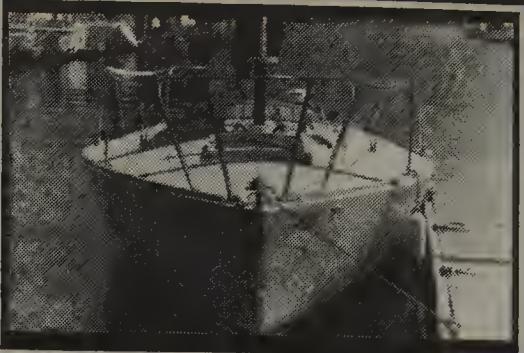
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**SWAN 43** — Classic S&S-design, outstanding cruiser w/jib furling, anchor, windlass etc., beautiful cond., Nautor const., detail & value at it's best. Asking \$139,000.

Hank Easom,  
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# meissner winches

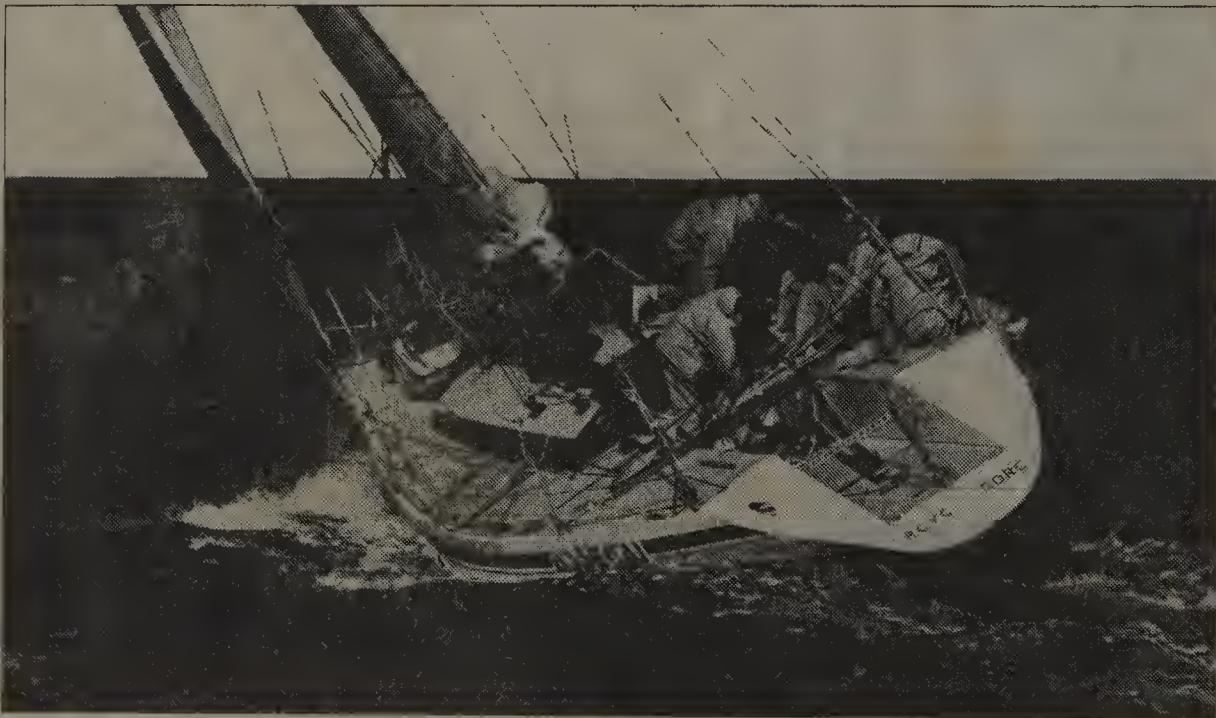
## Durability: Don't take it for granted.

With winches, durability is almost always taken for granted, but it shouldn't be. That's because when a winch wears out, it wears out gradually. Rarely will you see it break or feel it stop working; it just becomes harder and harder to bring in the same sail, and it happens so gradually you might not notice it for quite awhile.

But on grueling long-distance races like the South Atlantic Race (from Capetown to Punta del Este, Uruguay), the durability of the winches is very important. That's why Bobby Bongers discarded all the old winches and replaced them with Meissners on his fast one-tonner *Assegai* (named *Weet-Bix* for the race), before winning the 4,619-mile race in 1979. The conditions were obviously rugged, because she averaged 7.1 knots, only 0.1 knot below her theoretical hull speed.

So if your crew is grinding in the jib or tightening the halyard slower than you'd like, it's time to take a good look at your old winches, and consider replacing them with Meissners.

## You can take the durability of Meissner winches for granted.



Assegai (then Weet-Bix), winner of the 1979 South Atlantic Race

To find out more reasons why Meissner winches are best for you, contact us, and we'll send you a complete brochure and the location of your nearest dealer.

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